Notice of Project Change to the Air Rights Garage EEA #8505
and Waterside Place EEA #13367

South Boston Waterfront Transportation Center

BOSTON, MA

SUBMITTED TO

Executive Office of Energy and
Environmental Affairs
MEPA Office
100 Cambridge Street, Suite 900
Boston, MA 02114

SUBMITTED BY

Massachusetts Port Authority
One Harborside Drive
East Boston, MA 02128

PREPARED BY

vhb

99 High Street
Boston, MA 02110

IN ASSOCIATION WITH

Fennick McCredie Architecture Ltd.

August 2016

Massachusetts Port Authority
One Harborside Drive
East Boston, MA 02128-2909
Telephone (617) 568-5000
www.massport.com

August 15, 2016

The Honorable Matthew Beaton, Secretary
Executive Office of Energy and Environmental Affairs (EEA)
Attn: MEPA Office
100 Cambridge Street, Suite 900,
Boston, Massachusetts 02114

Re: South Boston Waterfront Transportation Center
Notice of Project Change to Air Rights Garage (EEA #8505) and Waterside Place (EEA #13367)

Dear Secretary Beaton and Director Buckley,

On behalf of the Massachusetts Port Authority (Massport), we are pleased to submit this Notice of Project Change to the Air Rights Garage Project (EEA# 8505) and Waterside Place Project (EEA# 13367). Massport proposes to construct the major transportation element of Waterside Place in the form of the South Boston Waterfront Transportation Center (SBWTC). The SBWTC will serve as an intermodal transportation center with three key benefits to transportation in the South Boston Waterfront District:

1. The project consolidates parking in a centralized location with direct access to the MBTA Silver Line and regional/interstate highways. A range of multi-modal features, including bicycle and pedestrian amenities and car sharing/ride-sharing, are expected to encourage the use of high occupancy vehicle (HOV) travel modes. A series of new information technologies will direct users to best available travel routes and the range of available pedestrian, local/regional bus services, water transportation, bicycle and evolving transportation modes;
2. The SBWTC fulfills a long-standing district design goal of area-wide shared parking. This reduces the need for separate parking facilities in the individual Waterfront District developments; and
3. The site is in a key location within the Waterfront District with a direct walkway to the Silver Line World Trade Center station and within walking distance to the waterfront and other popular destinations along the waterfront.

In addition to the mobility elements, the project also integrates a range of sustainability and resiliency measures including LED lighting, solar panels and electric vehicle charging stations.

We request that the MEPA Office publish this NPC in the August 24th edition of the Environmental Monitor. Massport would be pleased to meet with the MEPA Office to discuss the project or answer any questions that arise during the public review process. I can be reached at 617-568-3524 or by email at sdalzell@massport.com.

Sincerely,

Massachusetts Port Authority

Stewart Dalzell, Deputy Director,
Environmental Planning and Permitting

Attachment

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South Boston Waterfront Transportation Center

Boston, Massachusetts

SUBMITTED TO **Executive Office of Energy and Environmental Affairs**
Massachusetts Environmental Policy Act Office
100 Cambridge Street, Suite 900
Boston, MA 02114

PROPONENT **Massachusetts Port Authority**
One Harborside Drive
East Boston, MA 02128

PREPARED BY **VHB**
99 High Street
Boston, MA 02110

In association with:
Fennick McCredie Architecture Ltd.

August 2016

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Appendix B: Prior MEPA Approvals
- May 20, 2016 Waterside Place NPC Secretary's Certificate
- November 22, 2011 Waterside Place Advisory Opinion
- March 7, 2010 Waterside Place Advisory Opinion
- April 13, 2007 Secretary's Certificate on the Waterside Place Single EIR
- December 26, 1990 Secretary's Certificate on the Air Rights Garage ENF

Appendix C: NPC Circulation

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Commonwealth of Massachusetts

Executive Office of Energy and Environmental Affairs ■ MEPA Office

The information requested on this form must be

Notice of Project Change

completed to begin MEPA Review of a NPC in accordance with the provisions of the Massachusetts Environmental Policy Act and its implementing regulations (see 301 CMR 11.10(1)).

For Office Use Only *Executive Office of Environmental Affairs*
MEPA Analyst:
Phone:

EEA # **8505 and 13367**		
Project Name: **South Boston Waterfront Transportation Center (previously reviewed as the Air Rights Garage (8505) and as a component of Waterside Place (13367))**		
Street Address: **Off World Trade Center Avenue**		
Municipality: **Boston**	Watershed: **Boston Harbor**	
Universal Transverse Mercator Coordinates: **E 331806.9, N 4690390.6**	Latitude: **42.347601 N** Longitude: **-71.041996 W**	
Estimated commencement date: **September 2016**	Estimated completion date: **December 2017**	
Project Type: **Intermodal Transportation Center**	Status of project design: **15-20** %complete	
Proponent: **Massachusetts Port Authority (Massport)**		
Street Address: **One Harborside Drive**		
Municipality: **East Boston**	State: **MA**	Zip Code: **02128**
Name of Contact Person: **Stewart Dalzell**		
Firm/Agency: **Massport**	Street Address: **One Harborside Drive**	
Municipality: **Boston**	State: **MA**	Zip Code: **02128**
Phone: **617-568-3524**	Fax:	E-mail: **sdalzell@massport.com**

With this Notice of Project Change, are you requesting:

a Single EIR? (see 301 CMR 11.06(8))	☐Yes	☒No
a Special Review Procedure? (see 301CMR 11.09)	☐Yes	☒No
a Waiver of mandatory EIR? (see 301 CMR 11.11)	☐Yes	☒No
a Phase I Waiver? (see 301 CMR 11.11)	☐Yes	☒No

Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)?

The Project Change does not meet or exceed any new MEPA Review Thresholds other than those previously reviewed, including:

--301 CMR 11.03(6)(a)6. – Generation of 3,000 or more New ADT on roadways providing access to a single location (Waterside Place).

--301 CMR 11.03(5)(b)4.a. – New discharge or Expansion in discharge: to a sewer system of 100,000 GPD or more GPD of sewage, industrial water or untreated stormwater (Waterside Place).

Which State Agency Permits will the project require?

The only new State Agency Permit anticipated is a MassDOT Vehicular Access Permit. See Section 6.0 of the attached Project Change Narrative for a complete list of permits.

Identify any financial assistance or land transfer from an Agency of the Commonwealth, including the Agency name and the amount of funding or land area in acres:

The construction of the Project is funded by the Massachusetts Port Authority (Massport).

PROJECT INFORMATION

In 25 words or less, what is the project change?

The South Boston Waterfront Transportation Center (SBWTC) constitutes a component of Waterside Place and involves construction of up to 1,620 parking spaces. This is an overall reduction of parking spaces within the Project Site from the previously reviewed 2,350 parking spaces to 1,874 parking spaces, inclusive of spaces approved for Waterside Place Phases 1A and 1B. The Project also replaces the former Air Rights Garage that was previously approved for 1,764 parking spaces. The SBWTC incorporates new multi-modal connections to the district and region, pedestrian amenities, public realm connections to strengthen pedestrian connectivity and support the users of the SBWTC. The reduction in parking spaces and increased multimodal access is expected to reduce total daily vehicle trips by approximately 6,485 ADT compared to the previously approved Waterside Place SEIR. The full Project Change description is included in the attached Project Change Narrative.

Date of publication of availability of the ENF in the Environmental Monitor: (Date: **November 1990 (ARG) and September 15, 2004 (Waterside Place)**

Was an EIR required? ☒Yes (Waterside Place only) ☐No; if yes,
was a Draft EIR filed? ☐Yes (Date:) ☒No
was a Final EIR filed? ☐Yes (Date:) ☒No
was a Single EIR filed? ☒Yes (Date: 2007) ☐No

Have other NPCs been filed? ☒Yes (Date(s): See **Appendix B**) ☒No

If this is a NPC solely for lapse of time (see 301 CMR 11.10(2)) proceed directly to **ATTACHMENTS & SIGNATURES**.

PERMITS / FINANCIAL ASSISTANCE / LAND TRANSFER

List or describe all new or modified state permits, financial assistance, or land transfers not previously reviewed: **The previously reviewed project did not identify any anticipated State Agency Actions. Anticipated State Permits are provided in Section 6.0, *Anticipated Permits/Approvals* of the attached Project Narrative.**

Are you requesting a finding that this project change is insignificant? A change in a Project is ordinarily insignificant if it results solely in an increase in square footage, linear footage, height, depth or other relevant measures of the physical dimensions of the Project of less than 10% over estimates previously reviewed, provided the increase does not meet or exceed any review thresholds. A change in a Project is also ordinarily insignificant if it results solely in an increase in impacts of less than 25% of the level specified in any review threshold, provided that cumulative impacts of the Project do not meet or exceed any review thresholds that were not previously met or exceeded. (see 301 CMR 11.10(6))
☐**Yes** ☒**No; if yes, provide an explanation of this request in the Project Change Description below.**

FOR PROJECTS SUBJECT TO AN EIR

If the project requires the submission of an EIR, are you requesting that a Scope in a previously issued Certificate be rescinded?
☐**Yes** ☐ **No; if yes, provide an explanation of this request**_____.

If the project requires the submission of an EIR, are you requesting a change to a Scope in a previously issued Certificate?
☐**Yes** ☐**No; if yes, provide an explanation of this request**_____.

SUMMARY OF PROJECT CHANGE PARAMETERS AND IMPACTS

Summary of Project Size & Environmental Impacts	Previously reviewed	Net Change	Currently Proposed
LAND			
Total site acreage	10.3 acres	**0 acres**	10.3 acres
Acres of land altered	0[1]	**0**	0
Acres of impervious area	7.8	**0**	7.8
Square feet of bordering vegetated wetlands alteration	0	**0**	0
Square feet of other wetland alteration	0	**0**	0
Acres of non-water dependent use of tidelands or waterways	N/A	**N/A**	2.6 acres (landlocked)
STRUCTURES			
Gross square footage[2]	1,345,100[3] SF	**0**	1,345,100[3] SF
Number of housing units	N/A	**N/A**	N/A
Maximum height	250	**0**	250
TRANSPORTATION			
Vehicle trips per day	32,022[4]	**(6,485)**	25,537
Parking spaces	2,350[4]	**(476)**	1,874
WATER/WASTEWATER			
Gallons/day (GPD) of water use[5]	50,250 GPD	**0**	50,250 GPD
GPD water withdrawal	0	**0**	0
GPD wastewater generation/ treatment[5]	45,682 GPD	**0**	45,682 GPD
Length of water/sewer mains (in miles)	0	**0**	0

1 All land previously disturbed.

2 The Waterside Place NPCs reported leasable GSF, and therefore did not include transportation/parking elements. For consistency, the same methodology used above. The proposed SBWTC is anticipated to comprise approximately 565,000 GSF.

3 Although the square footage of the Waterside Place SEIR project has increased with the recent changes and approvals of Phases 1A and 1B, the square footage increases are associated with the increase in the number of residential units in those phases and reductions in retail space and supporting parking spaces. However, the impact of these changes in land uses results in the net reduction of ADT and parking spaces included in the Transportation section of this table, which remain compatible with the transportation metrics established under the SRP for CFDA.

4 Based on previously approved WP SEIR.

5 Water use and wastewater generation for Waterside Place are assumed to include the anticipated impacts of the garage. Preliminary calculations estimate the SBWTC will use 1,650 GPD of water and generate 1,500 GPD of wastewater.

Does the project change involve any <u>new or modified</u>:

1. conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97? ☐**Yes** ☒**No**
2. release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction? ☐**Yes** ☒**No**

3. impacts on Rare Species? ☐Yes ☒No

4. demolition of all or part of any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?
☐Yes ☒No

5. impact upon an Area of Critical Environmental Concern? ☐Yes ☒No

If you answered 'Yes' to any of these 5 questions, explain below:

PROJECT CHANGE DESCRIPTION (attach additional pages as necessary). The project change description should include:

(a) a brief description of the project as most recently reviewed -

(b) a description of material changes to the project as previously reviewed,

(c) if applicable, the significance of the proposed changes, with specific reference to the factors listed 301 CMR 11.10(6), and

(d) measures that the project is taking to avoid damage to the environment or to minimize and mitigate unavoidable environmental impacts. If the change will involve modification of any previously issued Section 61 Finding, include a draft of the modified Section 61 Finding (or it will be required in a Supplemental EIR).

(a) *a brief description of the project as most recently reviewed*

The Air Rights garage proposed 1,764 replacement parking spaces. Waterside Place proposed the mixed-use redevelopment of the "Core Block" of the Commonwealth Flats Development Area ("CFDA"), and included 2,350 parking spaces in a multi-level structured parking garage partially over the I-90 extension of the Massachusetts Turnpike. The Waterside Place garage included 1,760 parking spaces which were intended to replace the previously reviewed Air Rights Garage (EEA #8505). The Air Rights Garage was originally proposed in 1990 as replacement parking for surface lots displaced during the construction of the Third Harbor Tunnel / Seaport Access Road of the Central Artery/Tunnel Project, was reviewed at that time by the MEPA Office, and has been a central component of CFDA Planning under a subsequent MEPA Special Review Procedure (EEA #11882).

(b) *A description of material changes to the project as previously reviewed,*

As depicted in Figure 5, the material changes to the project as previously reviewed, and the subject of this review, include:

- **Reduction in parking spaces proposed for the Air Rights Garage by approximately 140 spaces (from 1,760 to 1,620). Reduction in the overall spaces for Waterside Place (2,350 to 1,874).**
- **Reduction in daily vehicle trips by approximately 6,485 (from 32,022 to 25,537). Incorporation of significant new sustainable features including rooftop solar panels, and high efficiency LED lighting.**
- **Inclusion of improved transit/pedestrian connections, expanded bicycle facilities, and innovative transportation technologies such as car-sharing spaces, electric charging stations, interactive transit information kiosk, and integrated dynamic ridesharing technologies.**

(c) *If applicable, the significance of the proposed changes, with specific reference to the factors listed 301 CMR 11.10(6), and In determining whether a change in a Project or the lapse of time might significantly increase environmental consequences, the Secretary shall consider the following factors:*

The Project is not seeking a determination of no significance, however a detailed description outlining the reduced environmental consequences and enhanced intermodal elements of the Project is outlined in Section 3.0 of the attached narrative.

(d) *Measures that the project is taking to avoid damage to the environment or to minimize and mitigate unavoidable environmental impacts. If the change will involve modification of any previously issued Section 61 Finding, include a draft of the modified Section 61 Finding (or it will be required in a Supplemental EIR).*

Mitigation measures described in the Waterside Place Project will be implemented as the phased development proceeds. In addition to the design and sustainability elements described in the attached narrative and implementation of Massport's traditional construction-phase mitigation measures, as part of the SBWTC Project, the following mitigation measures will be advanced:

- **Covered pedestrian walkway along WTC Avenue.** The initial section along the SBWTC frontage will be constructed.
- **Activation of the D Street Sidewalk.** Public realm improvements along the SBWTC frontage will be constructed.
- **Signalization of Congress Street/Seaport Lane/Waterside Place driveway** will be completed in conjunction with Waterside Place Phase 1B construction.

Refer to Appendix D for Draft Section 61 findings.

ATTACHMENTS & SIGNATURES

Attachments:

1. Secretary's most recent Certificate on this project
See Appendix B

2. Plan showing most recent previously-reviewed proposed build condition
See Appendix A – Figure 3

3. Plan showing currently proposed build condition
See Appendix A – Figure 6

4. Original U.S.G.S. map or good quality color copy (8-1/2 x 11 inches or larger) indicating the project location and boundaries
See Appendix A – Figure 1

5. List of all agencies and persons to whom the proponent circulated the NPC, in accordance with 301 CMR 11.10(7)
See Appendix C

Signatures:

Signatures:

8/15/2016	8/15/2016
Date Signature of Responsible Officer or Proponent	Date Signature of person preparing NPC (if different from above)
Stewart Dalzell	Seth Lattrell
Name (print or type)	Name (print or type)
Massport	VHB
Firm/Agency	Firm/Agency
One Harborside Drive	99 High Street, 10th Floor
Street	Street
East Boston, MA 02128	Boston, MA 02110
Municipality/State/Zip	Municipality/State/Zip
617-568-3524	617-607-2973
Phone	Phone

Project Change Narrative

1.0 Introduction

The Massachusetts Port Authority ("Massport") is pleased to submit this Notice of Project Change ("NPC") to the Executive Office of Energy and Environmental Affairs ("EEA") Massachusetts Environmental Policy Act Office ("MEPA"), in accordance with M.G.L. c. 30, Sections 61-62I and the regulations at 301 CMR 11.00, for the proposed South Boston Waterfront Transportation Center ("SBWTC") in the South Boston Waterfront District of Boston (the "Project"). The Project is subject to MEPA review as a material change ("Project Change") to two inter-related projects, both of which were previously reviewed under MEPA:

- the **Air Rights Garage** (EEA #8505) (the "Previously Reviewed ARG project"); and
- the garage component of the **Waterside Place** project (EEA# 13367) (the "Previously Reviewed Waterside Place project").

Refer to **Figure 1,** *Site Locus Plan*.

As discussed in Section 1.3, *Planning and Permitting Background,* the SBWTC has been a critical cornerstone project supporting planning efforts in the South Boston Waterfront District (the "District") for over 25 years, and it has been a consistently-documented background condition throughout the various planning efforts for the District. The Air Rights Garage project was originally reviewed and approved by the MEPA Office in 1990, to provide 1,764 parking spaces, as replacement for surface spaces that were to be displaced by construction of the Third Harbor Tunnel/Seaport Access Road ("THT/SAR") component of the Central Artery/Tunnel Project ("CA/T"). Incorporated into the construction of the THT/SAR, at a cost of approximately $2.3 million to Massport, was the construction of the foundations for the ARG which were substantially completed by 2004. The project site remained in use by the THT/SAR project until 2009 when construction was complete and the site was returned to Massport.

In a parallel process, the Air Rights Garage ("ARG") was also clearly identified as part of the area-wide shared parking supply for Massport's 30-acre Commonwealth Flats Development Area ("CFDA"). The CFDA was analyzed in the 2000 FEIR submitted to the MEPA Office under a *Special Review Procedure* (SRP) (EEA #11882).

In 2007, a Single Environmental Impact Report (SEIR) for Waterside Place was submitted and reviewed under the CFDA SRP guidelines. The Waterside Place SEIR proposed a mixed-use development including retail, residential condominiums, a hotel, a visitor center and a 2,350 space multi-level parking garage, which incorporated the 1,760[1] parking spaces that had been carried forward under CFDA for the long planned and previously approved Air Rights Garage. The ARG footprint was entirely within the footprint of the Waterside Place project. In 2014, Phase 1A of Waterside Place was completed, and a separate NPC for Phase 1B recently underwent MEPA review; the SBWTC will constitute Phase 2A of Waterside Place.

As a result of prior changes to uses and phasing of Waterside Place, Massport now proposes to construct the ARG replacement parking component as a distinct 1,620-space multi-modal transportation facility, constituting Phase 2A of Waterside Place, and described herein as the South Boston Waterfront Transportation Center. The SBWTC will have fewer parking spaces than as envisioned in the previously approved ARG or Waterside Place projects and consequently there will be fewer anticipated average daily trips ("ADT"). In addition to reducing the parking count for the SBWTC component of Waterside Place, Massport expects that the total parking for the entire Waterside Place project will be reduced from the previously approved 2,350 spaces to 1,874 spaces, a reduction of 476 spaces. With this significant overall reduction in spaces, the Project will be below the District-wide parking ratios defined for the CFDA, and it will remain consistent with the requirements of the South Boston Parking Freeze.

With development in the District continuing to move forward, there is an increasing need to provide the shared-parking capacity to support area projects that have always anticipated use of the ARG, originally under the CFDA and later by the approved Waterside Place. The SBWTC proposes to fulfill that need through construction of a multi-modal transportation center including structured parking. The SBWTC will incorporate significant sustainable design elements and expanded programming to encourage alternative transportation modes and reduce single occupancy vehicle ("SOV") travel.

As this NPC describes, environmental impacts of the Project have been adequately and properly analyzed in previous filings for the ARG, CFDA and Waterside Place, and the Project Change proposes an overall reduction in ADT and parking spaces compared to the Previously Reviewed ARG and Waterside Place projects.

1.1 The Project Change

The SBWTC will be located within the same footprint previously reviewed under the ARG, CFDA, and Waterside Place MEPA documents. This NPC proposes the following changes from the Previously Reviewed ARG and Waterside Place projects:

- Reduction in proposed parking spaces compared to the former ARG component within Waterside Place by approximately 140 spaces (from 1,760 to 1,620), and

[1] The original 1,764 ARG parking spaces were rounded down to 1,760 spaces in the Waterside Place SEIR

reduction in the total parking supply for the Waterside Place project as a whole by 476 spaces (from 2,350 to 1,874 spaces).

- Reduction in daily vehicle trips (unadjusted ITE daily trips expressed as ADT, Average Daily Trips) by approximately 1,907 ADT relative to the ARG component and by 4,578 ADT relative to Waterside Place in its entirety, as described in Section 4.4, *Trip Generation*. The total reduction in daily vehicle trips is 6,485 ADT.
- Incorporation of sustainable features including rooftop solar panels and high efficiency LED lighting.
- Inclusion of improved transit/pedestrian connections, expanded bicycle facilities, and innovative transportation technologies such as car-sharing spaces, electric vehicle charging stations, interactive transit information kiosks, and integrated dynamic ridesharing technologies intended to connect travelers with local transportation providers.
- Elimination of a previously-planned vehicle curb-cut on D Street due to the limited demand projected for its use. The vehicle access points at Congress Street, WTC Avenue, and the Massport Haul Road (egress only) will be maintained to preserve the integrity of the overall vehicle access arrangements.

The Project Change does not meet or exceed any new MEPA review thresholds, and all impacts have been fully accounted for and are well-documented in prior MEPA filings for the ARG and Waterside Place (see Section 1.3, *Planning and Permitting Background*). The previous filings assumed that the future parking garage would generate more daily vehicle trips than the current SBWTC Project, which proposes fewer parking spaces than previously analyzed. As noted above, the overall number of Waterside Place parking spaces (including future development of Parcel D-2) and associated ADT will be reduced by reduced by 476 spaces and 6,485 ADT, respectively, as compared to the Previously Reviewed Waterside Place project (which provides the most recent basis for comparison).

1.2 Project Site

The SBWTC will be located within the footprint of the larger Waterside Place parcel and roughly bounded by the Silver Line to the north, D Street to the east, Massport Haul Road to the south, and World Trade Center Avenue ("WTC Avenue") to the west (the "Site"). The Site is centrally located in the District adjacent to the Massachusetts Bay Transportation Authority ("MBTA") World Trade Center Station and between the Seaport World Trade Center complex and the Boston Convention and Exhibition Center ("BCEC"). The majority of the SBWTC Site extends over the Interstate-90 extension of the Massachusetts Turnpike ("I-90"), and the remainder is located on terra firma.

The Site is entirely within an area of historic tidal flats, referred to as the Commonwealth Flats, which were filled during the second half of the 19th Century as part of the South Boston Flats project. The Project Site is not subject to Chapter 91 licensing jurisdiction, however, because it is

over 700 feet from the water and is separated from the water by a public way. See **Figure 2,** *Existing Conditions Aerial* for an aerial view of the Site and the surrounding area.

As shown in the site plan presented in **Figure 3**, *Previously Reviewed Waterside Place Project Phases 1A and 1B*, the SBWTC Project occupies the same general location as the original ARG and the parking component of the Waterside Place project (albeit in a smaller footprint than the latter, due to the reduction in total parking spaces relative to Waterside Place in its entirety). As discussed in more detail in Section 2.0, *Regulatory Context* and illustrated in **Figure 4**, *CFDA Planning Area*, the SBWTC is located in what was previously referred to as the "Core Block"[2] of CFDA.

It is important to note that the shared parking supply that was reviewed and approved under CFDA, including Waterside Place, was designed to support the parking needs associated with the wider Commonwealth Flats, which includes all Massport holdings in the District, not just development within the Core Block itself. As described on pages 33 and 34 and elsewhere throughout the December 2000 CFDA Final EIR (EEA #11882), parcels within the CFDA were assumed to use shared parking in the ARG.

1.3 Planning and Permitting Background

The Project has undergone over two decades of planning, design, transportation and environmental analysis, beginning with the ARG, continuing through the CFDA, and culminating in the proposed SBWTC. In step with the evolving planning and development of the District, the SBWTC component of Waterside Place has evolved from a simple parking garage intended to replace displaced parking spaces to a multi-modal transportation hub designed to accommodate and encourage efficient and sustainable transportation.

As detailed below, the Project has undergone a continuous and sequential progression since its original review as the ARG, through construction of its foundations as part of the THT/SAR, the District-wide planning of the CFDA, and the integration of the ARG into Waterside Place.

1.3.1 Air Rights Garage (EEA# 8505)

The ARG was to be a multi-level garage constructed on the site of an existing surface parking lot over what became the I-90 Tunnel Extension. The 1,764 parking spaces were intended to replace existing surface lot spaces in Commonwealth Flats that were to be displaced by the construction of the THT/SAR of the CA/T. Massport worked closely with the CA/T project on the planning, design and construction of the I-90 Tunnel Extension, a portion of which is located on Massport property in the Commonwealth Flats.

[2] The Core Block is the multi-parcel block bounded by Congress Street to the north, Summer Street to the South, D Street to the east and WTC Avenue to the west, comprising CFDA Parcels C-1, C-2, C-3 and D-2, the Air Rights Garage site and additional air rights areas over the I-90 tunnel, Ramp DB and the Massport Haul Road.

The ARG was originally reviewed by the MEPA Office following Massport's submission of an Environmental Notification Form ("ENF") in November of 1990. The ENF envisioned the ARG as a multi-level above-ground structure on a Massport-owned parcel located east of Viaduct Street (now WTC Avenue), south of the planned extension of Congress Street, and north of the Massport Haul Road. This location of the planned garage has remained consistent throughout all subsequent stages of MEPA review of the CFDA and Waterside Place projects.

Although construction of the ARG was projected to be completed by mid-1993 (at the anticipated completion of the THT/SAR), the project could not move forward on the original schedule, largely due to the complexity and pace of construction of the THT/SAR.

To compensate Massport for the acquisition and utilization of the CA/T interests and Rights of Entry on to Massport South Boston property, CA/T project agreed to perform certain mitigation included the incorporation and construction of the coupler foundation for the ARG into the CA/T I-90 tunnel roof. This included the design and construction of the rebar couplers for the foundations for the garage sections. The foundation system was planned to straddle the tunnel segment and allow the construction of the garage as an air-rights project. In essence, the tunnel roof was designed and constructed to serve as a structural foundation for the ARG.

Due to the geographical extent of the CA/T contracts, roughly half of the ARG foundation was constructed as part of the CA/T C04A2 construction contract which was substantially completed by 2004. The other half of the ARG foundation was constructed as part of a separate CA/T contract (CO1A3). The value of that ARG foundation work was approximately $2.3 million.

After the completion of the tunnel under the ARG site, the ARG site was then turned over to the last CA/T project, C01A7 contract, for the completion of several new surface streets surrounding the footprint of the ARG site, including D Street, Massport Haul Road, ramp DB and Congress Street.

To facilitate the construction of these new surface streets, the CA/T project implemented numerous interim roadway detours through the ARG site. The ARG site was returned to Massport upon completion of the C01A7 project in June, 2009.

1.3.2 Commonwealth Flats Development Area (EEA# 11882)

In the early to mid-1990s, as construction of the THT/SAR advanced, Massport's ongoing, long-term strategic planning focused on the reuse of underutilized industrial land in Commonwealth Flats and other holdings in South Boston, including the Massport Marine Terminal, Fargo Street Terminal, International Cargo Port, Black Falcon Cruise Terminal, and Conley Container Terminal. These efforts, in collaboration with the Boston Redevelopment Authority ("BRA"), culminated in the Massport/BRA Port of Boston Economic Plan in 1996. For the Commonwealth Flats area specifically, Massport developed the CFDA plan for the mixed-use development of approximately 30 acres of its South Boston property located outside the South Boston Designated Port Area.

The CFDA (see **Figure 4,** *CFDA Planning Area* CFDA boundaries) was the subject of a Certificate for an Expanded ENF issued by the EEA in June 1999 and the Commonwealth Flats Strategic Plan in January 2000. The Expanded ENF initiated the review of a SRP, a procedure established by MEPA in June 1999. In the SRP certificate, EEA described the CFDA review process as "adhering to a best practices approach to environmental impact review by disclosing potential projects early in the planning stage and carefully considering cumulative impacts."

The SRP enabled individual development projects to be eligible for a Single EIR if the individual project was consistent with the approved area-wide plan. The SRP also established a transportation analysis protocol for project-specific filings within CFDA and required that such filings undertake an analysis to demonstrate their compatibility with the CFDA area-wide transportation analysis. Under the approved SRP, the CFDA was reviewed by MEPA through a Draft EIR, NPC, and Final EIR. The CFDA project was approved in 2001 through a Certificate on a Final EIR.

The parking strategy for CFDA included both on-site garages to serve individual development parcels, and a large central garage incorporating the ARG supply, which would serve multiple parcels both within and outside of the CFDA boundaries, including some parcels that could not meet all of their parking needs on-site (see Section 4.1 *CFDA Shared Parking Strategy* for more details). The required transportation criteria of the SRP included compatibility with CFDA in the development of parking spaces, allowing only up to a 10 percent increase over and above the CFDA parking allocations for individual parcels. As described in the FEIR Certificate, CFDA adopted a series of comprehensive parking management strategies that were based on the following commitments:

(1) conformity with the South Boston Parking Freeze,
(2) sharing of the parking supply among the mixed uses of the CFDA development to minimize total parking supply needed,
(3) a reduction of the Commonwealth Flats parking ratio from 2.0 spaces per thousand square feet of development (at the time of CFDA planning) to 1.1 at full buildout of the entire CFDA,
(4) charging market rates,
(5) preferential parking for high occupancy vehicles (HOV), and
(6) car-sharing opportunities.

The proposed SBWTC Project is consistent with all six CFDA parking strategies and is expected to result in an overall CFDA parking ratio at full buildout of less than 1.1 spaces per thousand square feet of development.

1.3.3 Waterside Place (EEA# 13367)

In 2004, the Core Development Group, a developer designated by Massport, submitted an Expanded ENF under the CFDA Special Review Procedure for Waterside Place. The project proposed a mixed-use retail and residential development on several contiguous CFDA parcels

bounded by WTC Avenue and Congress, Summer, and D Streets referred to as the "Core Block." As the ARG footprint was located entirely within the Waterside Place project, the former ARG's parking capacity (1,760 spaces[3]) was integrated as part of the overall Waterside Place development, which included a total parking supply of 2,350 spaces, in compliance with the CFDA parking criteria established in the SRP.

A NPC/Single EIR was submitted for Waterside Place project in February of 2007, and noticed in the *Environmental Monitor* on March 7, 2007. The Waterside Place project was approved through the issuance of a Certificate by the EEA on April 13, 2007. A subsequent NPC filing and Request for Advisory Opinion ("RAO") separated Waterside Place into two primary phases (Phase 1 north of the Silver Line and Phase 2 south of the Silver Line). The first phase was further separated into Phase 1A, which was completed in 2014, and Phase 1B, which was the subject of an NPC filed on April 15, 2016. The Phase 1B NPC focused on conversion of that site from primarily retail to primarily residential and limited retail and reduced parking. The EEA Certificate approving that change with no further MEPA review was issued on May 20, 2016. The combination of Phases 1A and 1B is now referred to as Phase 1 and includes a total of 154 parking spaces within those building footprints; additional parking for these buildings will be in the SBWTC.

Phase 2 of Waterside Place includes this Project Change associated with the SBWTC, identified as Phase 2A, and the future development of Parcel D-2, which will constitute Phase 2B. (Parcel D-2 is subject to a current Request for Proposals issued by Massport for an intended hotel/mixed-use project.) Development of Parcel D-2 is not part of the proposed Project Change; however, as had been the original plan under the CFDA, the proposed SBWTC will include parking capacity to support this future development, as well as Phase 1 of Waterside Place and other developments within the Commonwealth Flats.

The current phasing for Waterside Place is shown in **Figure 5,** *Waterside Place Project Construction Phasing*.

2.0 Regulatory Context

This NPC is submitted pursuant to the MEPA regulations for a project change under 301 CMR 11.10. As described in additional detail below, the proposed Project Change will reduce the environmental impact compared to the ARG and Waterside Place previously reviewed projects. The Previously Reviewed ARG project assumed a total of 1,764 parking spaces. This total was rounded down to 1,760 spaces in the Previously Reviewed Waterside Place project as an allocation of the ARG spaces within the total of 2,350 parking spaces for the entire Waterside Place project. The SBWTC will replace the ARG parking capacity with 1,620 parking spaces and, like the original ARG concept, includes the opportunity for limited supporting retail. The

[3] The 1,764 spaces in the ARG previously reviewed under CFDA were rounded down to 1,760 spaces in the Waterside Place project.

elimination of 476 parking spaces from the overall Previously Reviewed Waterside Place project will result in approximately 6,485 fewer ADT. The impacts of these trips have been well documented, analyzed and fully accounted for and are less than those studied in past and recent MEPA filings for Waterside Place.

2.1 301 CMR 11.10 (6) – Environmental Consequences

The environmental consequences of the Project Change are expected to have a positive impact on the environment by significantly reducing overall site trips. Comparative analysis of traffic and other quantitative impacts is measured against the Previously Reviewed Waterside Place project, because that provides the most recent basis for comparison. The description of compliance with the MEPA regulations for Environmental Consequences is provided below:

(1) Expansion of the Project. A change in a Project is ordinarily insignificant if it results solely in an increase in square footage, linear footage, height, depth or other relevant measures of the physical dimensions of the Project of less than 10 percent over estimates previously reviewed, provided the increase does not meet or exceed any review thresholds.

The Previously Reviewed ARG project included 1,764 parking spaces integrated within a multi-level parking structure. The Previously Reviewed Waterside Place project had a maximum height of 250 feet and included the 1,760 ARG parking spaces integrated within a 2,350-space parking structure. The Waterside Place SEIR did not specify the gross square footage (GSF) of its parking garage element, however, the Project Change will not result in expansion of the physical dimensions of the Previously Reviewed Waterside Place project since the Project Change proposes 476 fewer parking spaces.

(2) Generation of further impacts, including an increase in release or emission of pollutants or contaminants during or after completion of the Project. A change in a Project is ordinarily insignificant if it results solely in an increase in impacts of less than 25 percent of the level specified in any review threshold, provided that cumulative impacts of the Project do not meet or exceed any review thresholds that were not previously met or exceeded.

Of its approved 2,350 parking spaces, the Waterside Place project included 1,760 spaces for the ARG, which was projected to generate approximately 23,982 ADT (unadjusted ITE Daily Trips). This Project Change proposes a reduced parking supply within this footprint, which is anticipated to reduce projected ADT by approximately 1,907 trips with respect to the ARG component, and by 6,485 ADT with respect to the overall Waterside Place project. This reduction in the number of ARG spaces to be built in the SBWTC, will be accompanied by an overall reduction of 476 spaces within the Waterside Place footprint. The proposed Project trip generation is discussed in Section 4.4 *Trip Generation*, and a summary of daily trips is presented in Table 4-2.

Transportation impacts will be further minimized by the inclusion of improved transit/pedestrian connections, expanded bicycle facilities, and innovative transportation

technologies, as well as electric vehicle charging stations and car sharing spaces. Additionally, the proposed SBWTC will incorporate a number of new sustainable design strategies to reduce environmental impact, including rooftop solar panels and high-efficiency LED lighting.

(3) Change in expected date for Commencement of the Project, Commencement of Construction, Completion date for the Project, or Schedule of work on the Project.

Phase 1A of Waterside Place was completed in 2014, and Phase 1B is anticipated to commence in the first quarter of 2017. The SBWTC, as Phase 2A of Waterside Place, is anticipated to begin construction in fall 2016. A timeline for construction of Phase 2B (Parcel D-2) has not yet been determined.

There are several factors which are contributing to Massport's plan to start construction on the South Boston Waterfront Transportation Center in the fall of 2016. With the extended use of the Project Site by the CA/T until 2009, and after long delays in the development of the Seaport District, the overall demand for parking and associated transportation services has materialized. Many of the former surface parking lots have been displaced by development or are planned to be soon leading to a critical mass of demand for the District-wide shared parking supply.

In addition, there is the increase in construction costs that the Boston area market has experienced of late. According to the Turner Building Cost Index, the Greater Boston area has seen a roughly 1.2% increase in construction costs since the fourth quarter of 2015, and a 4.6% yearly increase from the first quarter of 2015. These increases have resulted in contractors being more selective in the projects they pursue and a shortage of skilled labor, ultimately resulting in higher than average construction costs for owners. Massport believes that it is imperative that this Project start construction in the fall of 2016 in order to maximize our investment in this critical project for the Seaport District.

Lastly, with the pending development of Waterside Place 1B along Congress Street, coordinated construction of access to the SBWTC off Congress Street will enhance construction efficiency and minimize transportation disruption.

(4) Change of the Project site.

The SBWTC component of Waterside Place will be constructed generally within the same site as the Previously Reviewed ARG project and the Previously Reviewed Waterside Place project.

(5) New application for a Permit or New request for Financial Assistance or a Land Transfer.

The Project Change does not involve a new application for a permit or new request for financial assistance or a land transfer.

(6) For a Project with net benefits to environmental quality and resources or public health, any change that prevents or materially delays realization of such benefits.

The change will not delay realization of net environmental benefits. The Project utilizes a number of sustainable design principles as discussed in Section 3.0, *Project Details* that will

reduce impacts and improve resiliency and as compared to the Previously Reviewed Waterside Place project.

Mitigation measures described in the Waterside Place project will be implemented as the phased development proceeds (see Table D-1). In addition to the design and sustainability elements described herein and implementation of Massport's traditional construction phase mitigation measures, as part of the SBWTC Project, the following mitigation measures will be advanced:

- **Covered pedestrian walkway along WTC Avenue**. The initial section along the SBWTC frontage will be constructed.
- **Activation of the D Street Sidewalk**. Public realm improvements along the SBWTC frontage will be constructed.
- **Signalization of Congress Street/Seaport Lane/Waterside Place driveway** will be completed in conjunction with pending Waterside Place Phase 1B construction and the SBWTC.

(7) For a Project involving a lapse of time, changes in the ambient environment or information concerning the ambient environment.

As described previously in Section 1.3, *Planning and Permitting Background*, the Project does not involve a lapse of time. There has been a continuous sequence of activities, including planning, design and construction of the foundations of the Previously Reviewed ARG project, coordinated with the THT/SAR project, and planning, design, and development of the Previously Reviewed Waterside Place project, up through the completion of Phase 1A and the recently completed MEPA review of Phase 1B.

3.0 Project Details

As previously described in Sections 1.0, *Introduction* and 1.1, *The Project Change*, the Project involves the construction of a nine-level multi-modal transportation facility with up to 1,620 parking spaces and improved streetscapes along the eastern and western site edges.

The SBWTC's initial program includes:

- Strengthened pedestrian connections including a covered walkway connection to the adjacent MBTA Silver Line Station and other key district destinations;
- Pedestrian and landscape improvements along D Street;
- WTC mobility and pedestrian plaza located between the parking facility and WTC Avenue with connectivity to the adjacent Silver Line T Station;
- Dedicated pedestrian walkway through the garage, providing a mid-block connection from World Trade Center Avenue to D Street;
- Potential for up to 16,000 square feet of retail space and/or additional office space for tenants which support the mobility functions of the Project.

- Electric vehicle charging stations;
- Accommodations for rideshare;
- Car-sharing spaces; and
- Bicycle parking and potential bike-share station.

Further details of the multi-modal transportation element are provided in the following sections.

In addition, Massport is investigating the feasibility of connecting express commuter bus service within the SBWTC and integrating a stop for the district circulator bus service identified in the *2015 South Boston Waterfront Sustainable Transportation Plan*. Massport is also investigating how the pedestrian improvements on World Trade Center Avenue might provide connectivity between the SBWTC, the existing Silver Line station, Congress Street, and the potential for future rail service in the vicinity that might be provided on Track 61 which runs along the south side of the Massport Haul Road. The primary objective of the multi-modal accommodations will be to improve mobility choices within the District.

The following section provides a brief description of the planning context of the Project within the District, summarizes the key Project elements, discusses sustainability goals and describes climate change resiliency efforts.

3.1 District Planning Context

As described in Section 1.3.2 *Commonwealth Flats Development Area*, the basic planning framework for the 30-acre CFDA District was established by the Special Review Procedure under MEPA. Since that time, the surface street network, MBTA Silver Line service, and sub-surface utilities have been completed, and most of the CFDA parcels have now been developed or have undergone MEPA review.

In recognition of the need for continuing strategic planning to accommodate the rapid growth in the District, Massport, along with MassDOT, the Massachusetts Convention Center Authority ("MCCA"), the City of Boston, and A Better City Transportation Management Association recently participated in the South Boston Waterfront Sustainable Transportation Study (the "Study"). The intent of the Study was to outline a plan for immediate, mid-term, and long-term sustainable improvements to transportation and mobility in the District.

The results of the Study were incorporated in the *2015 South Boston Waterfront Sustainable Transportation* Plan ("Plan"), which identified the Project Site as having the potential to fulfill multi-modal transportation functions and improve mobility options for District employees, residents and visitors. The Plan anticipates that transit trips to, from, and within the waterfront will grow 63% by 2035, with bicycle trips growing 122%, and pedestrian trips growing 123%.

With this District-wide objective in mind, Massport has expanded the functions of the SBWTC to provide long-planned parking as part of a multi-modal transportation center serving the

District. By improving multi-modal access and mobility, the Project seeks to effectively integrate a myriad of transportation modes, provide a more informed user experience, improve upon the quality of transportation options and character of the District, address sustainability, and promote resiliency of the transportation network. The SBWTC will take advantage of its unique central location in the District, where it is:

- adjacent to the MBTA Silver Line and existing bus routes;
- convenient to major regional highway access ramps, thereby reducing vehicle miles travelled on local roads;
- within easy walking distance of the Waterfront and its expanding water transportation services;
- close to the BCEC and World Trade Center; and
- at the nexus of a developing, mixed-use district which will help transform the area into an active neighborhood frequented by employees, residents, retail and restaurant patrons, recreational visitors, tourists, and conventioneers.

3.2 Project Elements and Benefits

There are three primary elements of the SBWTC. Each of these components provides a series of public benefits addressing the emerging needs of the developing District and include:

- **Multi-Modal Transportation Facility** - A nine-level, 1,620 parking space facility located at the center of the Waterside Place site.

- **WTC Plaza** - A large mobility and pedestrian plaza located between the parking facility and WTC Avenue with connectivity to the adjacent Silver Line T station.

- **D Street Improvements** – Pedestrian improvements on D Street and a mid-block connection between D Street and WTC Avenue will both improve pedestrian circulation.

3.2.1 Multi-Modal Transportation Facility

The location of the Site adjacent to regional highway access, existing water transportation and Silver Line service, and the burgeoning South Boston neighborhood makes the site fitting for a multi-modal transportation facility that provides a shared parking resource for the District and improves transportation connections between a variety of modes.

In addition to parking, the SBWTC will improve mobility options in South Boston by creating an intermodal center that strengthens connections between transportation options and key destinations in the District. The SBWTC will provide prominent parking for ride share pickup, car share, and electric vehicle charging stations, and provide bicycle parking and supporting amenities at the WTC Avenue level. Additionally, the multi-modal transportation facility may include the ability to accommodate express commuter bus service at a future date and is

designed to accommodate bus access on the lower level, integration of a stop for the district circulator bus service, and improved connections on WTC Avenue that could facilitate connection to future service on Track 61.

The program of the facility will also provide and will contribute to several public realm improvements to enhance pedestrian connections, as illustrated in **Figure 6,** *Public Realm Enhancement Concept Plan*. These strengthened pedestrian connections include a covered walkway connection towards the adjacent MBTA Silver Line station and other key district destinations along WTC Avenue. The WTC mobility and pedestrian plaza located between the parking facility and WTC Avenue will enhance connectivity to the adjacent Silver Line station.

As discussed previously in Section 1.2, *Project Site*, the Project is located within the Waterside Place project site, which constitutes a large city block bounded by Congress Street to the north, Summer Street to the south, D Street to the east, and WTC Avenue to the west. This location in the center of a "mega-block" currently inhibits cross-block pedestrian travel between streets and could be a significant impediment to a positive pedestrian experience. To address this, the SBWTC will feature a dedicated mid-block pedestrian connection to link the east and west ends of the site between WTC Avenue and D Street.

As further discussed in Section 3.3, *Sustainability Measures*, the transportation facility will incorporate a series of sustainable design principles, including:

- High efficiency/LED lighting
- Rooftop solar

3.2.2 World Trade Center Avenue Plaza

The mobility plaza along WTC Avenue (see **Figure 6**), measuring approximately 25,000 square feet, includes a covered walkway from the Silver Line T station headhouse across the plaza, which ultimately connects via WTC Avenue to Summer Street and north to the waterfront and water transportation options. The mobility plaza will include a single-story pedestrian oriented pavilion, with mobility features such as real-time modal availability and schedule information, interactive kiosks and bicycle parking. The Plaza could also accommodate more recreation-oriented transportation functions such as pedi-cabs.

3.2.3 D Street Improvements

The transportation facility will significantly improve the pedestrian experience along D Street by adding landscape improvements and providing a mid-block connection with WTC Avenue. The I-90 tunnel cuts a wide east/west swath across the Site. Exposed portions of I-90 to the east and west of the Site afford the Project a unique potential to span the gap, and substantially improve the connectivity of the neighborhood. Both D Street and WTC Avenue provide connections north and south of the Site. In an area of the City with pedestrian connections heavily influenced by large scale infrastructure, such connections and the continuity of the public realm are extremely important. The pedestrian realm of the District needs to be strengthened to

create a more-human scaled environment and to provide access to active uses and transit facilities. Thoughtful and meaningful streetscape design and ground floor activation on as many sides of the SBWTC as practicable will help to achieve these goals.

3.3 Sustainability Measures

The Project incorporates a holistic approach to sustainability that promotes alternative transportation options while simultaneously mitigating the external impacts. The Project utilizes a number of sustainable design strategies appropriate to the Project type and location related to urban design and infrastructure, transportation, water quality, and stormwater. The parking elements of the Project will be evaluated for certification under the Green Parking Council's new "Parksmart™". This new program looks at a range of technology and building design categories, building management strategies, innovation and new technologies. Information can be found at www.greenparkingcouncil.org/certification.

A summary of anticipated sustainable design strategies considered by the Project is provided below. The draft Section 61 Finding and associated mitigation and beneficial measures summary table contained in Appendix D provide additional details of design, construction and operational measures to be implemented for the SBWTC project.

3.3.1 Conserving Resources

Lighting is the major energy consumer in parking facilities. The introduction of energy efficient and smart lighting systems to the Project, which adapt to exterior light conditions and garage occupation, will dramatically reduce energy use.

Ventilation: With proper design, parking structures can be constructed without mechanical ventilation systems. This should be possible for the majority of the Project. Lower levels may be more restricted due to the proximity of adjacent roadways and the Silver Line Station. If mechanical systems are required, sensors may be provided which can limit system activation to times when necessary.

Fuel/exhaust: Efficient wayfinding and internal circulation are key to reducing queued vehicle emissions at entry and exit points. This will also reduce the need for additional mechanical ventilation. Parking control systems will direct users to spaces quickly, and configurations to increase level of service will ensure that users can enter and exit efficiently. Multiple entry and exit points will help achieve the appropriate distribution of users to their destination and enhance quick access between the parking areas and regional roadways.

Alternate Transit Modes: Car charging stations, car sharing, pedestrian enhancements, bicycle parking, and bicycle sharing have been incorporated in prominent locations to encourage more sustainable transportation modes.

3.3.2 Rooftop Solar

The northern side of the garage's roof and facades are suitable for energy generation via photovoltaic solar capture; other roof surface areas will be in the shadow of future development on Parcel D-2. Photovoltaic systems can reduce snow loads on the roof and offer shade to upper level parking, and potentially upper level special events/activities.

3.4 Resiliency and Climate Change Preparedness

In November 2014, Massport began incorporating its Flood Proofing Design Guide (revised April 2015) into its capital planning and real estate development processes to ensure that its infrastructure and operations are more resilient in the face of anticipated flooding threats. The guidelines must be used for new structures and are therefore applicable to the Project. The guidelines establish Design Flood Elevations ("DFEs") that go above and beyond existing code requirements. For new facilities at Boston Logan International Airport and in South Boston, including the Project Site, the DFE is 17.0 feet (NAVD88).

The guidelines allow wet floodproofing for areas used solely for parking. Critical infrastructure, including certain electrical, water and plumbing, mechanical, telecommunications, emergency and fire, and hazardous materials must be elevated above the DFE. Massport has also established a detailed floodproofing design implementation process intended to identify relevant issues early in the design process. The lowest finished floor elevation of the Project is limited by the location of the tunnel underneath. A spread-footing type foundation bearing on the top of the tunnel yields a first floor elevation that is four feet above the existing top of tunnel elevation. The existing structural foundation was constructed during the CA/T project to accommodate the original ARG. The resulting lowest floor elevation within the parking garage interior is anticipated to be approximately at 15 feet (NAVD88), 2 feet below DFE. In this portion of the garage, wet floodproofing will be required. Wet floodproofing relies on flood-damage resistant materials and design/construction techniques to minimize flood damage in areas that are intentionally allowed to flood (areas below the DFE of a structure). All building services will be elevated above the design flood elevation (DFE) including the normal and emergency power rooms, the telecommunication rooms, and the water service room.

4.0 Transportation

This section describes transportation aspects of the Project and describes:

- CFDA shared parking strategy;
- SBWTC in the CFDA context and as part of Waterside Place;
- SBWTC Transportation center and users; and
- A projection of anticipated trip generation.

4.1 CFDA Shared Parking Strategy

As discussed in Section 1.3 *Planning and Permitting Background*, in the mid-1990s Massport advanced its long-term strategic planning focused on the reuse of underutilized industrial land in South Boston. Of particular relevance is Massport's Commonwealth Flats Development Area (CFDA) plan for the mixed-use development of approximately 30 acres surrounding the site of this transportation center.

As part of the CFDA planning, Massport developed a comprehensive parking management strategy for its properties in and around Commonwealth Flats (inclusive of CFDA). The parking strategy was based on a shared parking supply for the planned mix of area uses. This approach was designed to encourage a shift towards public transit, and to reduce parking ratios in CFDA from what they were at the time of permitting in the early 2000s, while ensuring that parking is primarily available for Commonwealth Flats users. Several parking garages were planned to be developed over time to provide a shared parking resource for the district, with the ARG anticipated to be largest of these; surface parking was to continue as an interim measure, pending construction of the replacement spaces originally planned for the ARG and any other parking garages. CFDA anticipated capping an overall parking ratio of 1.1 parking spaces / 1,000 sf at full build, with ratios at intermediate stages of development not to exceed 2.0 parking spaces / 1,000 sf.

The parking strategy and parking supply established under the CFDA planning and approvals was based on a shared parking strategy to limit unnecessary parking spaces in the area and reduce parking ratios. However, it is important to note that this shared parking strategy approved under CFDA was developed for Massport properties in the South Boston waterfront area, and the approved shared parking supply, which included the 1,764 ARG parking spaces, was to support Massport development parcels in the in the South Boston waterfront, including parcels both within and outside of the boundaries of the CFDA as defined for MEPA review purposes. As described in the December 2000 CFDA Final EIR (EEA #11882), parcels within the CFDA were assumed to use shared parking in the ARG.

This SBWTC Project conforms to the CFDA parking ratios. Even at this intermediate stage, on an area-wide basis Massport remains below the ratio of 1.1 spaces / 1,000 sf. Massport anticipates that the full build parking ratios will be substantially lower than the 1.1 spaces / 1,000 sf which were permitted under the Special Review Procedure for CFDA.

4.2 SBWTC in CFDA Context and as part of Waterside Place

As described in Sections 1 and 2, the parking component of the SBWTC has been an integral part of Massport's ongoing planning for the District and has been an integral part of the planning and approvals for CFDA. The CFDA SRP established a transportation analysis protocol for project-specific filings within CFDA, and required that such filings undertake an analysis to demonstrate their compatibility with the CFDA area-wide transportation analysis. Also as discussed in Sections 1 and 2, the Previously Reviewed Waterside Place project integrated the ARG within its proposed development, and was in compliance with the CFDA transportation criteria. The MEPA filings for Waterside Place Phase 1A and 1B also demonstrate compliance with CFDA transportation criteria.

A total of 4,174 parking spaces were reviewed and approved under the Special Review Procedure for the CFDA, as described in the FEIR, comprising 2,410 new spaces associated with the CFDA, and the 1,764[4] spaces to be provided in the Previously Reviewed ARG. (The Previously Reviewed ARG spaces were included in the parking analysis contained in the CFDA documents, over and above the CFDA supply of 2,410 spaces. See the FEIR for CFDA, Table 3-7.) The breakdown of parking spaces within the Waterside Place project site are presented in Table 4-1.

TABLE 4-1 SUMMARY OF REVISED WATERSIDE PLACE PARKING SPACES

Waterside Place Phase	Parking Spaces
2007 SEIR for Waterside Place	**2,350**
Phase 1A (Built)	**70***
Phase 1B (Approved)	**84***
Phase 2A – SBWTC (Subject of this NPC)	**1,620**
Phase 2B – CFDA Parcel D-2	**100***
Revised Parking Count (All Phases)	**1,874**

*Additional parking spaces to be provided in SBWTC

As shown, 2,350 parking spaces were approved, 70 spaces have been built as part of Phase 1A, 84 spaces are to be built as part of the recently approved Phase 1B, and the SBWTC Project proposes to build 1,620 spaces of the 1,760 spaces that were previously allotted for the ARG portion of the Waterside Place parking plan. Additional parking within Waterside Place, is not expected to exceed 100 spaces to be constructed as part of the future development of the rest of Phase 2 of the Waterside Place project site on Parcel D-2.

4.2.1 South Boston Parking Freeze

The South Boston Parking Freeze was established in 1993 under the rules of the Massachusetts Department of Environmental Protection (MassDEP) (310 CMR 7.33) as one of the air quality mitigations for the CA/T. The South Boston Parking Freeze establishes the overarching regulatory framework for parking at the Waterside Place project site, on other CFDA parcels, and on Massport land outside the CFDA.

The MassDEP regulations established two separate parking freeze allocations within the South Boston Parking Freeze: one freeze administered by the City of Boston's Air Pollution Control Commission (BAPCC) and a second, separate allocation of parking freeze spaces administered by the Massachusetts Port Authority. The number of spaces in both of these freeze areas is based on a count of parking spaces that existed on the ground at the time the Parking Freeze was established,

[4] The 1,764 spaces in the ARG previously reviewed under CFDA were rounded down to 1,760 spaces in the Waterside Place analysis.

with adjustments made for acquisitions and transfers of property over time. The City of Boston's South Boston parking freeze count is currently 30,389 spaces, and Massport's count within the South Boston Parking freeze totals 10,376 spaces. Both parking freeze areas cap the number of off-street spaces available (not including residential parking spaces, which are exempt from the parking freeze).

Massport administers its existing parking supply within its South Boston Parking Freeze and it allocates parking spaces from its parking freeze bank to both its existing and planned developments. Massport currently tracks 4,454 unused spaces remaining in Massport's parking freeze bank. The maximum of 1,620 spaces programmed for the South Boston Waterfront Transportation Center will still leave a sufficient number of spaces in Massport's parking freeze bank to accommodate future development planned as part of Massport's master plans for the CFDA and other areas.

4.3 SBWTC Users

As proposed in this NPC, the ARG elements of the Waterside Place project have been reduced in scale from 1,760 spaces to approximately 1,620 parking spaces, and the total parking supply for the Waterside Place project as a whole has been reduced by 476 spaces (from 2,350 to 1,874 spaces). These elements have been combined with multi-modal components and programs in the form of a transportation center that will benefit the entire District. As such, it is expected that the SBWTC will play a significant role in the District by improving mobility and helping to further shift mode share from SOV travel to alternative modes.

Consistent with CFDA planning, the parking spaces in the ARG element of the SBWTC are necessary to support development of multiple Massport parcels located within CFDA and elsewhere in the Commonwealth Flats district, as shown previously in **Figure 4** (see also Section 4.2, *SBWTC in CFDA Context and as part of Waterside Place*). The parcels which will rely on the transportation center to meet their parking needs include the following:

Within CFDA

- Waterside Place Phase 1A & 1B (CFDA Parcels C-1, C-2 & C-3) – Residential and Retail
- Waterside Place Phase 2B (Parcel D-2) – Hotel and Mixed-Use
- Parcel D-3 – Mixed-Use (including existing surface spaces displaced from D-3 by construction)
- Parcel F-1 (John Hancock) – Office

Elsewhere in Commonwealth Flats

- Parcel A-2 – Office (including existing spaces displaced from A-2 by construction)
- Existing spaces displaced from SBWTC site by construction
- Parcel H

4.4 Trip Generation

In addition to parking criteria established for the CFDA projects, trip generation criteria were established to be satisfied in the approvals of individual CFDA parcels. The approval of the Previously Reviewed Waterside Place project, which incorporated 1,760 spaces for the Previously Reviewed ARG project, demonstrated consistency with the trip generation metrics for both CFDA vehicle trip and transit trip criteria, as well as the parking criteria.

The Previously Reviewed Waterside Place project anticipated a total of 32,022 ADT (unadjusted ITE daily trips) for its 2,350 space parking garage. The garage comprised an ARG component of 1,760 spaces, and a balance of 590 other spaces, with the ARG component of the garage accounting for approximately 75 percent of the total spaces in the Previously Reviewed Waterside Place project. Based on these allocations, a total of 23,982 ADT were associated with the 1,760 space ARG component of the garage. Therefore, with the 140 parking space reduction of the ARG garage component from 1,760 to 1,620 parking spaces in this NPC (and the corresponding overall reduction in Waterside Place of 476 spaces), the Project Site would experience an overall reduction of approximately 6,485 un-adjusted ADT, equivalent to a reduction of just over 20 percent in ADT. A comparison of parking spaces and ADT is summarized in Table 4-2.

TABLE 4-2 WATERSIDE PLACE DAILY PARKING SPACES AND VEHICLE TRIP COMPARISON

	Previously Reviewed Project[1]			Change			Current NPC		
	ARG	Other	Total	ARG	Other	Total	SBWTC	Other	Total
Parking Spaces	1,760	590	2,350	- 140	- 336	- 476	1,620	254	1,874
Daily Vehicle Trips[2]	23,982	8,040	32,022	- 1,907	- 4,578	- 6,485	22,075	3,462	25,537

[1] *Based on Previously Reviewed Waterside Place SEIR*
[2] *Unadjusted ITE trips expressed as ADT*

As shown in Table 4-2, the SBWTC as proposed in this NPC reflects a decrease of 140 parking spaces along with approximately 1,907 ADT compared to the Previously Reviewed ARG project. Overall, Waterside Place would have no more than 1,874 parking spaces with approximately 25,537 ADT (6,485 fewer ADT than previously reviewed 32,022 ADT).

4.5 Vehicular Access

Vehicle access is a critical consideration with regard to minimizing traffic impacts. Because the Site is ideally located in close proximity to the I-90 interchange and I-93 ramps, the locations of vehicle access points for the Project have been consistently maintained throughout Massport's planning in the District to provide the most direct connections to the regional roadway network, thereby minimizing impacts to local roadways. Specifically, ingress and egress on Congress

Street is essential due to the location of the ramps from I-90 westbound and I-93 northbound at East Service Road, and the ramps from I-90 westbound and to I-93 northbound and southbound at B Street, and egress to the Massport Haul Road is critical to allow trips departing the garage to access the I-90 westbound and eastbound ramps directly. The integrity of the vehicle access arrangements established in the CFDA planning and prior approvals is therefore maintained.

The vehicle access points for the proposed SBWTC are shown in **Figure 7,** *South Boston Waterfront Transportation Center Vehicle Access***,** along with the configurations for the previously approved Waterside Place project and the CFDA. The critical connections to Congress Street and Massport Haul Road are maintained, along with the driveway on WTC Avenue, which provides connections with Summer Street and points beyond. The previous plans also included an access point on D Street. However, this access point has been eliminated in the SBWTC since it would need to be limited to right in/right-out movements due to the median on D Street and is therefore projected to attract very limited use. Its function is adequately provided for by the other vehicle access points, and the integrity of access established throughout Massport's planning is not compromised.

5.0 Project Schedule

Construction is anticipated to commence in the fall of 2016 with partial occupancy of the facility expected December 2017. Public realm amenities including landscaping along D Street, plaza along WTC Avenue, garage façade, signage, photovoltaic installations, etc. are anticipated to be complete in the spring of 2018.

6.0 Anticipated Permits/Approvals

Table 6-1 presents a preliminary list of State permits and approvals that are expected to be required for the SBWTC. Additional permits or approvals may be required as design develops.

TABLE 6-1 - LIST OF ANTICIPATED STATE PERMITS AND APPROVALS

Agency/Department	Permit/Approval/Action
Department of Transportation	▪ Indirect/Vehicular Access Permit ▪ Design and Engineering Reviews and Approvals ▪ MBTA approvals and/or consent (if required)
Department of Public Safety Department of Environmental Protection	▪ Building Permits or Approvals (as required)
Executive Office of Energy and Environmental Affairs (MEPA Office)	▪ MEPA Review (this NPC)
Massachusetts Water Resources Authority	▪ Sewer Use Discharge Permit (if required)

APPENDIX A: FIGURES

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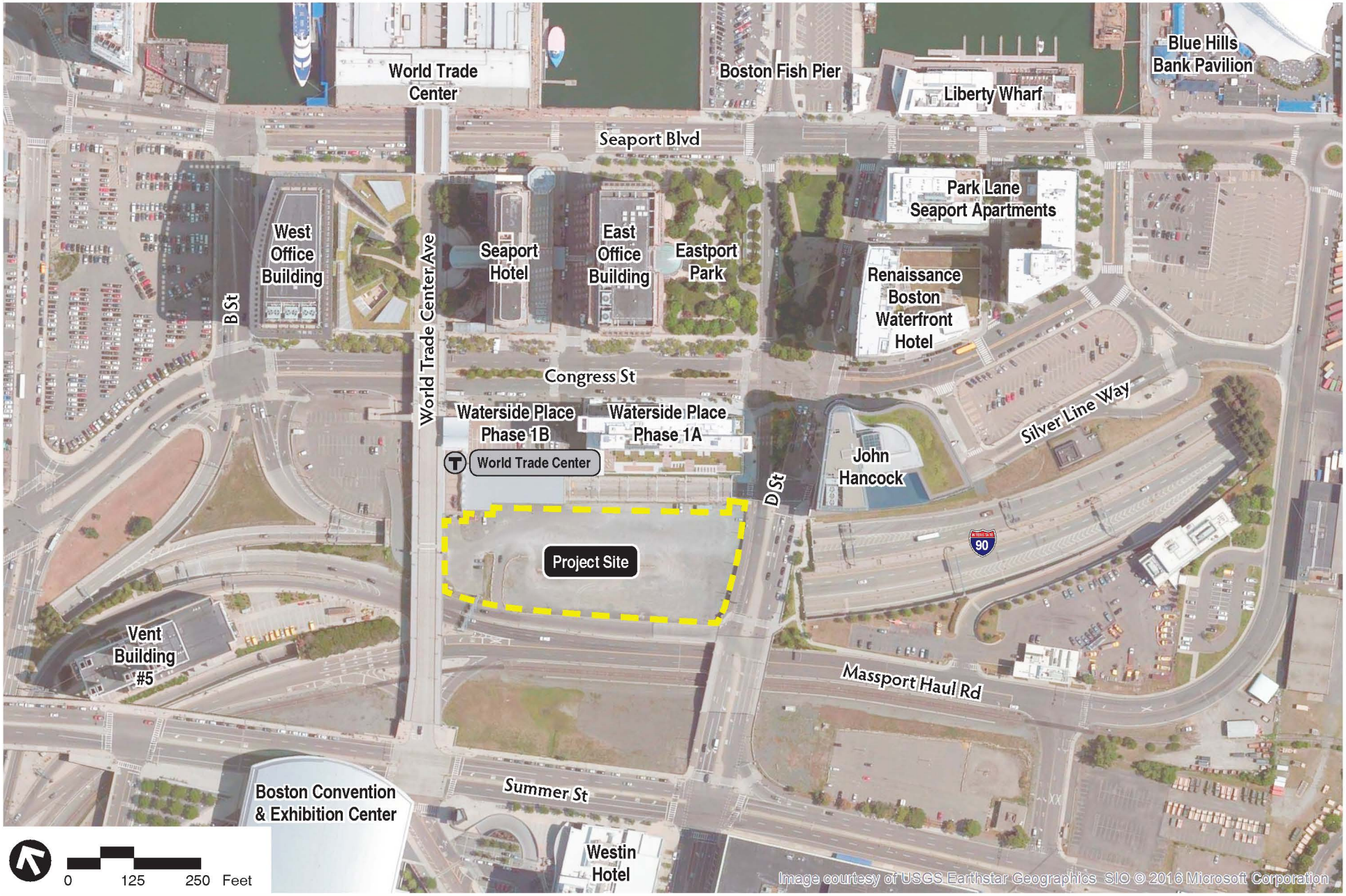
Source: USGS 2014 Boston South Quad

Figure 1

Site Locus Plan

South Boston Waterfront Transportation Center
Boston, Massachusetts



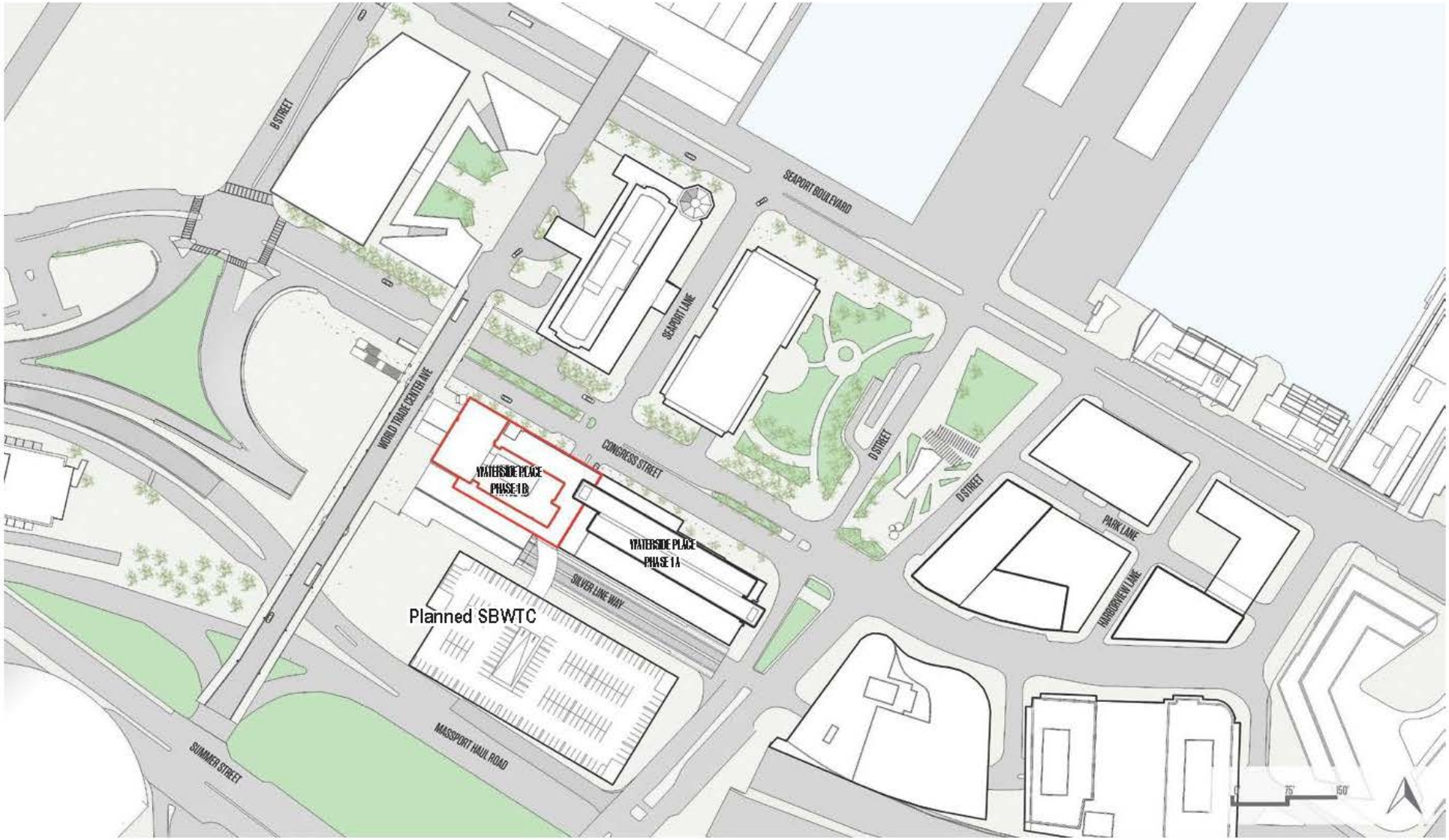
Source: ArcGIS Bing Aerial

Project Site

Figure 2

Existing Conditions Aerial

South Boston Waterfront Transportation Center
Boston, Massachusetts



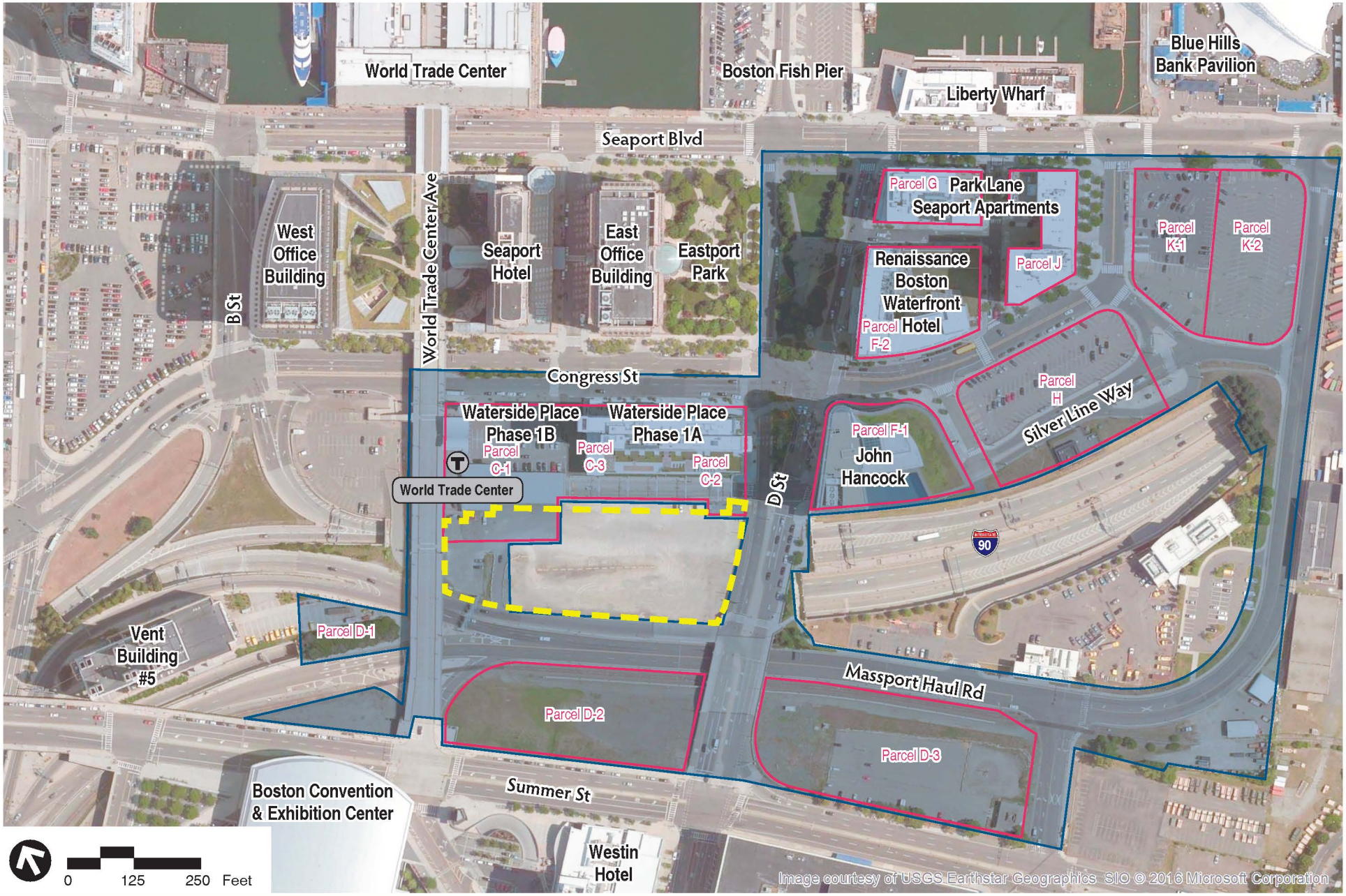
* Figure from Waterside Place Phase 1B Notice of Project Change (EA#13367)

Source: CBT Architects

Figure 3

Previously Reviewed Waterside Place Project Phases 1A and 1B

South Boston Waterfront Transportation Center
Boston, Massachusetts



Source: ArcGIS Bing Aerial

Project Site

Commonwealth Flats Development Area (CFDA)

Figure 4

CFDA Planning Area

South Boston Waterfront Transportation Center
Boston, Massachusetts

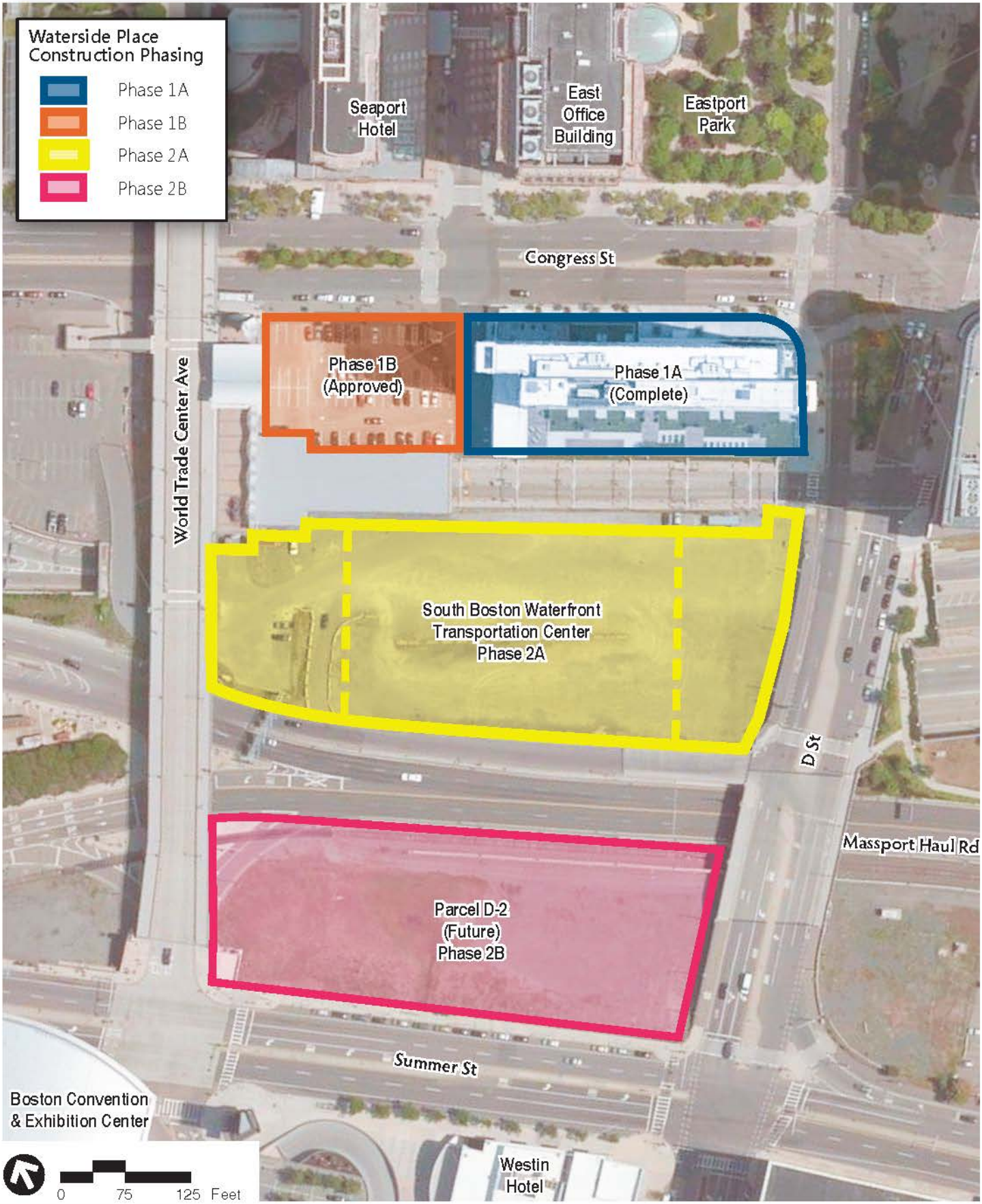


Figure 5

Waterside Place Project
Construction Phasing

South Boston Waterfront Transportation Center
Boston, Massachusetts

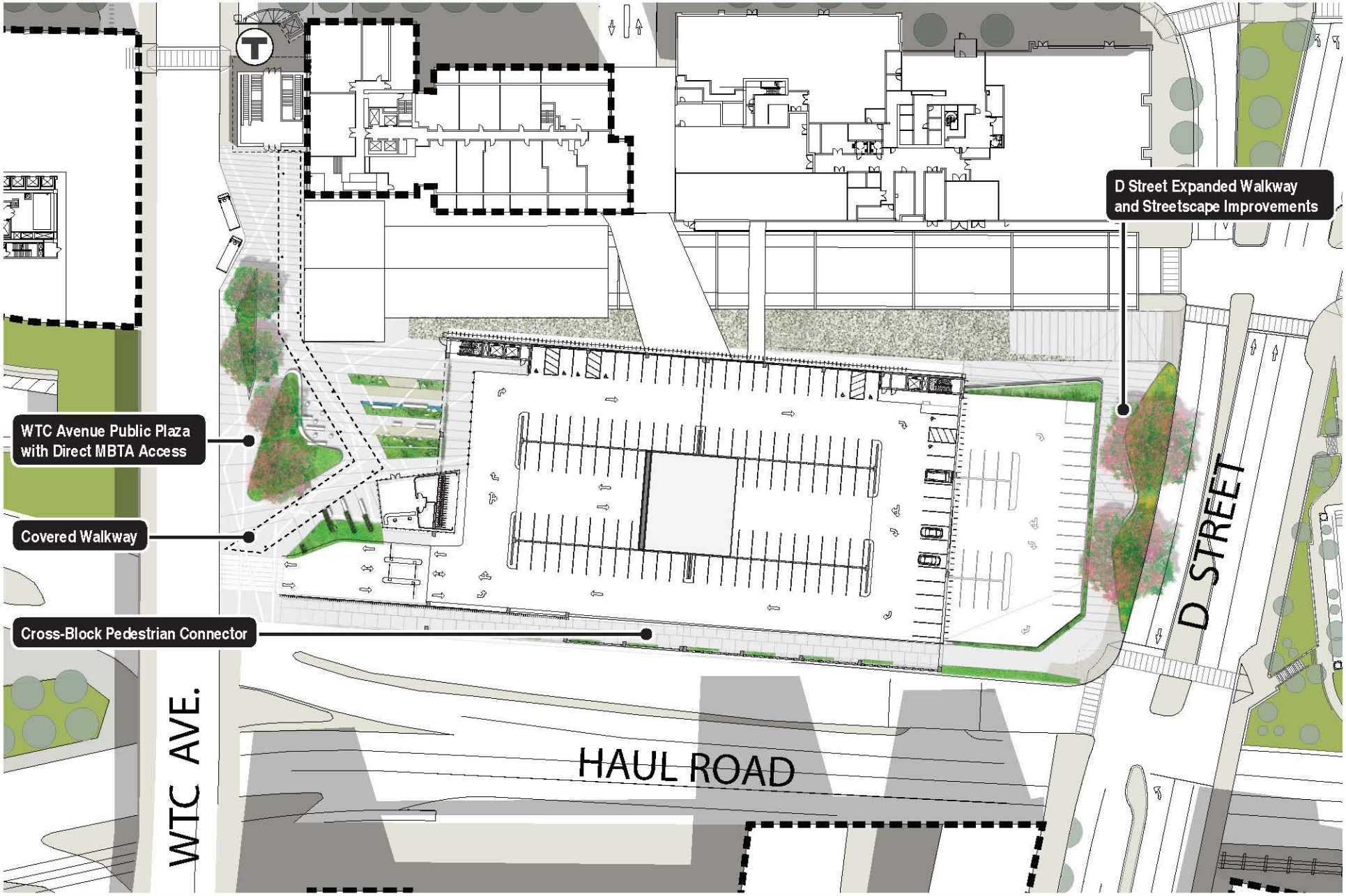
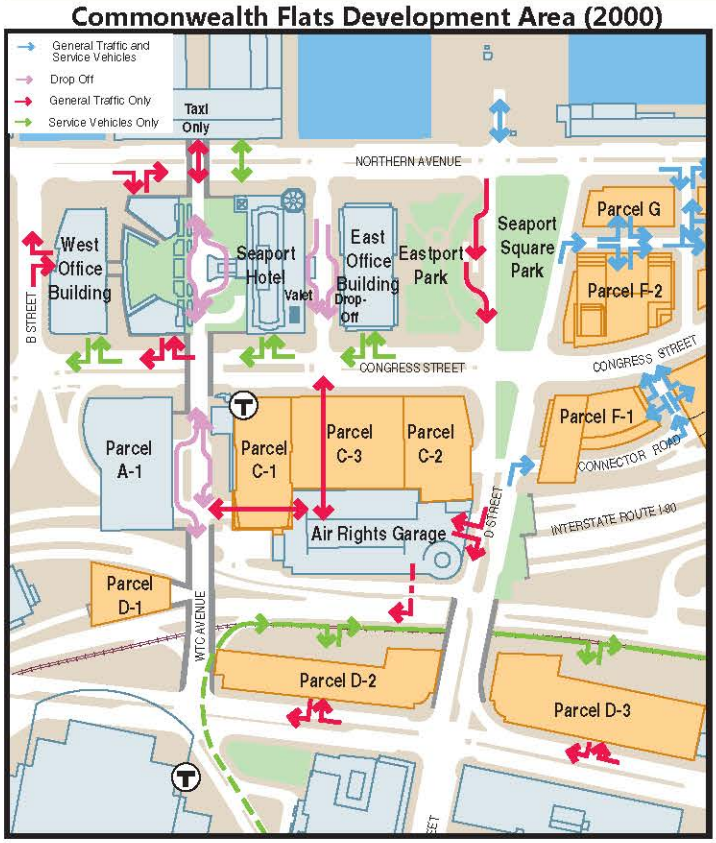
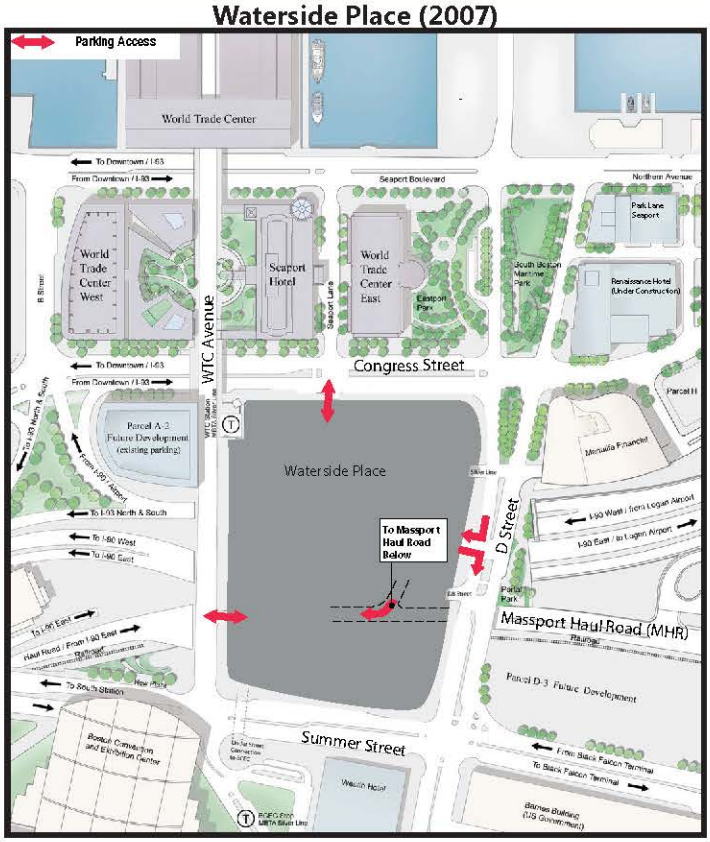


Figure 6

Public Realm Enhancement Concept Plan

South Boston Waterfront Transportation Center
Boston, Massachusetts





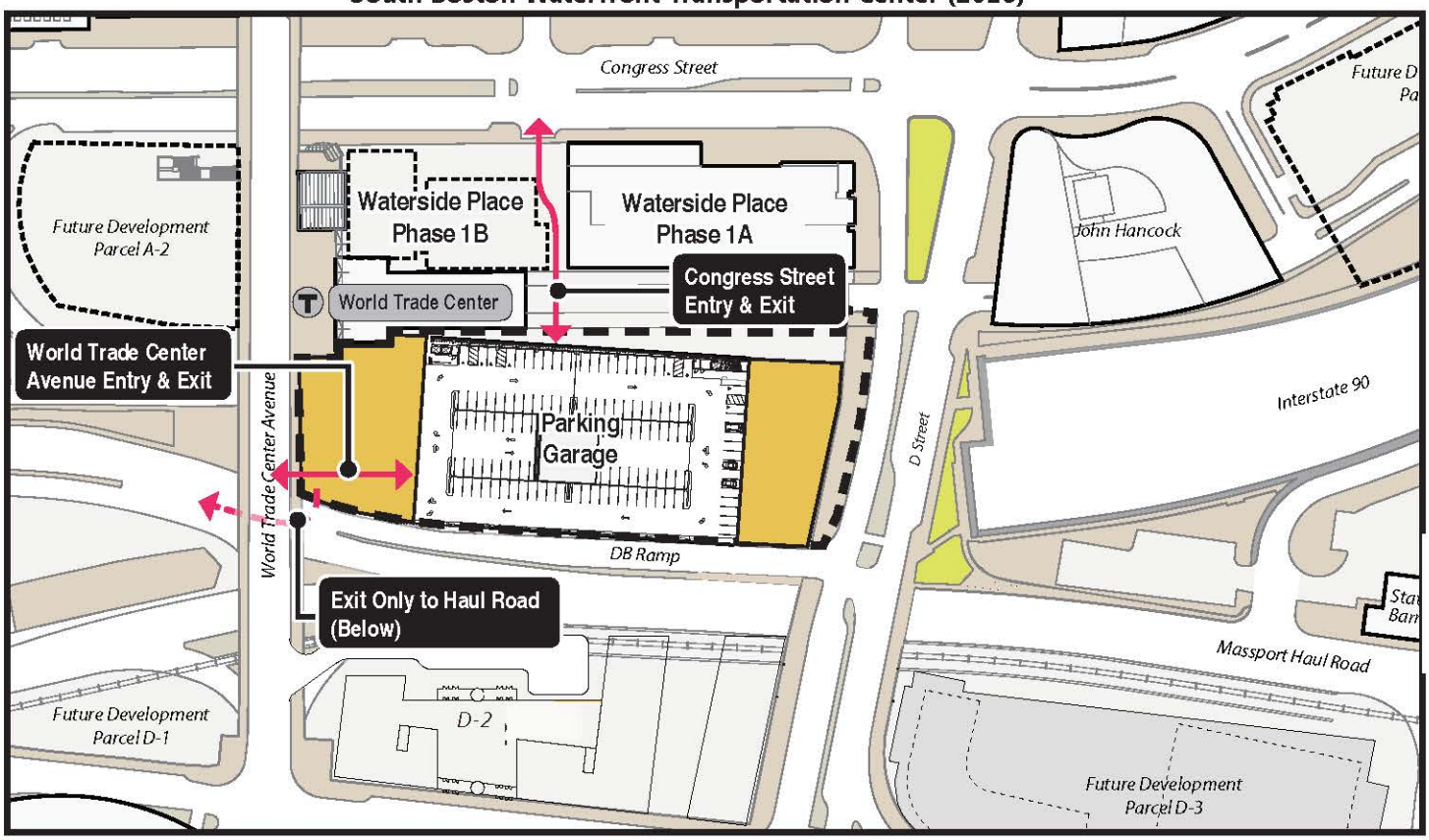


Figure 7

South Boston Waterfront Transportation Center
Vehicle Access

South Boston Waterfront Transportation Center
Boston, Massachusetts

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APPENDIX B: PRIOR MEPA APPROVALS

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May 20, 2016

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS
ON THE
NOTICE OF PROJECT CHANGE

PROJECT NAME	: Waterside Place
PROJECT MUNICIPALITY	: Boston
PROJECT WATERSHED	: Boston Harbor
EEA NUMBER	: 13367
PROJECT PROPONENT	: The Drew Company (formerly Core Development Group)
DATE NOTICED IN MONITOR	: April 20, 2016

Pursuant to the Massachusetts Environmental Policy Act (MEPA; M.G.L. c. 30, ss. 61-62I) and Section 11.10(6) of the MEPA regulations (301 CMR 11.00), I hereby determine that this project change does not require a Supplemental Environmental Impact Report (EIR).

Project Change

The Notice of Project Change (NPC) proposes changes to the building program and increases the size of the Phase IB component of the Waterside Place Project. As described in the NPC, Phase IB will include a 23-story residential apartment building with parking and ground-floor retail space. The proposed 345,000 square foot (sf) building will contain 312 rental apartments, approximately 84 parking spaces on the second level, and approximately 2,000 sf of ground-floor retail space. When compared to the previous development plan for Phase IB, the proposed change represents the elimination of 50,500 sf of retail space and 123 parking spaces and the addition of 312 apartment units. Vehicular and pedestrian access will be from Congress Street. The change will decrease traffic generation and increase the project's gross square

footage, water demand, and wastewater generation. It will not result in increases to land alteration or impervious area.

The NPC indicates that the Proponent no longer controls the rights to develop Phase II of the Project. According to the NPC, the Massachusetts Port Authority (Massport) has indicated that the intent for Phase II is to develop the South Boston Waterfront Transportation Center (formerly known as the "Air Rights Garage") and the Parcel D-2 development which is anticipated to be developed as a mixed-use project with a hotel.

Project Site

The project site is located on the "Core Block" of Massport's Commonwealth Flats Development Area (CFDA), which completed MEPA review (EEA#11882). The Waterside Place project site is generally bounded by Congress Street to the north, D Street to the east, Summer Street to the south, and World Trade Center Avenue to the west. A portion of the site is located over air rights above the Massachusetts Turnpike extension, the MBTA Silver Line, and the Massport Haul Road. The Phase IB portion of the project site (subject to this NPC Certificate) is generally bounded by Congress Street to the north, the constructed Phase IA portion of the project to the east, Silver Line Way to the south, and World Trade Center Avenue to the west.

Original Project and Procedural History

The original project was subject to review under MEPA within the CFDA Special Review Procedure (SRP). As described in the Expanded Environmental Notification Form (EENF) filed in September 2004, the original project consisted of a mixed-use project of 1,083,000 total sf, which includes 750,000 sf of commercial/retail space, 304,000 sf of residential space (209 units), a 20,000 sf visitor center, and a parking garage (2,350 spaces). The Secretary issued a Certificate in November 2004 directing the Proponent to prepare a Single EIR in accordance with the CFDA SRP. A Single EIR/Notice of Project Change (NPC) was filed in February 2007 which increased the total size of the project by 198,200 sf to a total of 1,282,000 sf through the addition of a 300-room hotel and the inclusion of a supermarket in lieu of a cinema complex. The Secretary issued a Certificate on the Single EIR/NPC in March 2007 that determined the filing adequately and properly complied with MEPA.

Two Requests for Advisory Opinion (RAO) were filed with the MEPA Office in 2010 and 2011. The 2010 RAO divided the project into two development phases: Phase I and Phase II. Phase I was located on the northern parcel on Congress Street and Phase II included the remainder of the site. As described in the 2010 RAO, the development of Phase I would include a mixed-use project of 353,100 sf, including a 283,600 sf residential building with between 213 and 226 rental units, 69,500 sf of retail space, and 277 parking spaces. No changes were proposed to Phase II. The 2010 Advisory Opinion indicated that there was not a Lapse in Time which would require filing a new ENF (301 CMR 11.10 (10)) because the Proponent continued to advance the project in a continuous sequence since MEPA review was concluded (including design changes and negotiating the ground lease). The 2011 Advisory Opinion clarified the timing of the proposed mitigation measures as they related to the project phases. Neither

Advisory Opinion required further MEPA review or submittal of a NPC. Subsequent to the RAOs, Phase I was split into Phase IA and Phase IB. Construction of Phase IA was completed in 2014 and includes 236 residential units (an increase of 10 units from the total maximum number identified in the RAO filings), approximately 16,600 sf of retail space, and 70 parking spaces. The remainder of Phase I (Phase IB), as originally planned, provided for approximately 52,500 sf of retail space and approximately 207 parking spaces.

Environmental Impacts and Mitigation

The project will not change land alteration or impervious area compared to the project as previously reviewed. It will decrease traffic generation associated with Phase I by 113 average daily trips (adt) (from 4,583 adt to 4,468 adt), increase wastewater generation associated with Phase I by 32,468 gallons per day (gpd) (from 45,682 gpd to 78,150 gpd), and increase water demand associated with Phase I by 35,715 gpd (from 50,250 gpd to 85,965 gpd).

The project change includes additional measures to avoid, minimize and mitigate impacts that are specific to Phase IB including use of water-efficient fixtures, a green roof system, permeable paver strip in a portion of Congress Street, financial contribution to address Infiltration and Inflow (I/I) removal projects, commitment to a Leadership in Energy and Environmental Design (LEED) certified building, and implementation of a Transportation Demand Management (TDM) program to reduce vehicle use. The project will also comply with Massport Floodproofing Design Guidelines.

Jurisdiction and Permitting

The original project was subject to preparation of an ENF pursuant to Sections 11.03(6)(a)(6) and 11.03(6)(a)(7) of the MEPA regulations, because it would generate 3,000 or more new vehicle trips and result in the construction of 1,000 or more new parking spaces. The original project required a Ground Lease from Massport and an Air Rights Agreement from the Massachusetts Department of Transportation (MassDOT) (formerly the Massachusetts Turnpike Authority). It may also require an approval by MassDOT under Chapter 54A for construction on former railroad property. The project may require a Construction Dewatering Permit, a Notice of Construction & Demolition, a Limited Air Plan Approval/Fossil Fuel Emission Permit, and a Cross Connection Permit from the Massachusetts Department of Environmental Protection (MassDEP). It will need to obtain a Construction Dewatering Permit and a Sewer Use Discharge Permit from the Massachusetts Water Resources Authority (MWRA).

The project must comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for stormwater discharges from a construction site. It will need to submit a Notice of the Construction of Structures over 200-feet with the Federal Aviation Administration.

The project change does not trigger any new thresholds; nor does it require any new Agency Actions. The NPC identifies the following Agency Actions required for Phase IB: Railroad Approvals for right-of ways and lands formerly used for railroads from MassDOT; Construction Management Plan, Ground Lease and Associated Development Approvals

including Parking Freeze Approvals from Massport; Sewer Use Discharge Permit and Construction Site Dewatering Permit from MWRA. Phase IB will also require Notice of Construction and Demolition to MassDEP.

Because the proponent is seeking a land transfer (in the form of leased ground and air rights) from a State Agency for most of the project site, MEPA jurisdiction is broad in scope and extends to all aspects of the project that may cause Damage to the Environment, as defined in the MEPA regulations.

Review of the NPC

The NPC includes a description of the proposed project changes, a comparison of these changes to the project as previously reviewed, existing and proposed conditions plans, and provided an update on Phase IA. It also provides a description of how the project will avoid, minimize, and mitigate project-related environmental impacts and provided updated draft Section 61 Findings specific to Phase IB. Comments from Massport support the project change and indicate that the Waterside Place project has helped Massport achieve its mixed use objectives for the CFDA and is with development trends and needs in the Seaport District.

The NPC specifically addresses the criteria for Insignificance which provides guidance in determining whether a change in a Project might significantly increase environmental consequences (301 CMR 11.10) and informs a determination regarding whether additional MEPA review is warranted in the form of a Supplemental EIR. Relevant factors are considered below.

- *Expansion of the Project. A change in a Project is ordinarily insignificant if it results solely in an increase in square footage, linear footage, height, depth or other relevant measures of the physical dimensions of the Project of less than 10% over estimates previously reviewed, provided the increase does not meet or exceed any review thresholds.* The project will increase the gross square footage of the Phase I component by 243,500 sf which is greater than 10% of the 353,100 sf of Phase I as previously reviewed. Similarly, it will increase the gross square footage of the whole project by 223,500 sf which is greater than 10% of the 1,121,600 sf of the whole project as previously reviewed. There is no change proposed to the project height (250 feet).

- *Generation of further impacts, including an increase in release or emission of pollutants or contaminants during or after completion of the Project. A change in a Project is ordinarily insignificant if it results solely in an increase in impacts of less than 25% of the level specified in any review threshold, provided that cumulative impacts of the Project do not meet or exceed any review thresholds that were not previously met or exceeded.* The project change will increase wastewater generation by 35,715 gpd; which is greater than 25,000 gpd which represents 25% of the level specified in a review threshold. The cumulative impacts of the project will not meet or exceed any new review thresholds.

- *Change in expected date for Commencement of the Project, Commencement of Construction, completion date for the Project, or schedule of work on the Project.* The 2010 RAO indicated that construction of Phase I would commence in 2011. According to the NPC, the construction of Phase IA was completed in the first quarter of 2014 and the construction of Phase IB is anticipated to commence the fourth quarter of 2016.

- *New application for a Permit or New request for Financial Assistance or a Land Transfer.* According to the NPC, the project does not require any new Agency Actions.

Trip Generation

The previously reviewed project was expected to generate 32,088 new adt, of which, 4,583 adt were associated with Phase I. The current proposal will result in an estimated 1,792 fewer adt when compared to the previously reviewed project, including 113 fewer adt associated with Phase I. I refer the Proponent to comments from MassDOT for guidance on continued consultation and development of revised Section 61 Findings.

Water/Wastewater

The project as a whole is anticipated to consume approximately 154,248 gpd of water; including the 35,715 gpd attributed to the proposed project change. The NPC indicates the project will utilize water-efficient fixtures to reduce water use. According to the NPC, the whole Waterside Place project is anticipated to generate a total of 140,225 gpd of wastewater; including the 32,468 gpd attributable to the proposed project change. The NPC indicates that the existing infrastructure systems are adequately sized to support the development of Phase IB. Comments from MassDEP, MWRA, and the Boston Water and Sewer Commission (BWSC) note the importance of offset of wastewater generation with removal of extraneous water from the system (infiltration/inflow (I/I)). The Proponent should continue to work with the BWSC to develop a plan to ensure a 4:1 offset of the Project's wastewater flow as required by MassDEP regulations. I refer the Proponent to MassDEP, MWRA, and BWSC comment letters for additional guidance on this issue and expect the Proponent will consult with BWSC as project design progresses.

Greenhouse Gas Emissions/Climate Change Resiliency

The NPC indicates that the project will incorporate or implement the following measures to reduce project-related greenhouse gas (GHG) emissions: high-albedo roofing materials, energy recovery ventilation, and a TDM program to reduce vehicle use. The NPC also indicates that construction of Phase IB will incorporate a green roof and is anticipated to achieve LEED Gold level certification. I refer the Proponent to MassDEP's comments regarding the importance of high performance buildings and encourage the Proponent to incorporate additional energy efficiency and GHG reduction measures into the project design.

The NPC indicates that the project will incorporate water-tight utility conduit and comply with the Massport Floodproofing Design Guidelines and performance standards for all new buildings and will dry floodproof all critical building infrastructure equipment rooms. Though the project is not located within a mapped floodplain, comments from CZM indicate that the project area could see inundation from the 10-year storm event by 2060. I encourage the Proponent to continue to evaluate and incorporate design measures that address the potential for increased frequency of flooding form future sea level rise and storm events.

Mitigation Measures

The NPC included a summary of the proposed mitigation measures associated with Phase IB of the project and revised draft Section 61 Findings that identify measures that have been completed as part of Phase IA and measures that will be completed as part of Phase IB. The Proponent has committed to implement the following measures to avoid, minimize, and mitigate environmental impacts of Phase IB:

Transportation

- Project will contribute to the costs of providing signalization at the intersection of Congress Street and Seaport Lane/Site Driveway;
- Proponent will strongly encourage Waterside Place tenants to offer transit subsidies to employees as part of lease agreements to reduce vehicle trips;
- Proponent will provide bicycle parking spaces of which approximately half will be weather protected to encourage alternative modes of transit;
- Proponent will coordinate with car sharing entities to investigate provision of shared-car services at Waterside Place;
- Service vehicle delivery schedules will be actively managed to ensure that service vehicles do not unduly burden local roadways;
- Proponent will prepare and submit a Construction Management Plan to minimize construction period traffic impacts;
- Proponent will implement a TDM Plan to reduce vehicle use and help achieve the target transit mode share. It will incorporate TDM alternatives and strategies identified in the CFDA filings (including designation of an on-site employee transportation coordinator and aggressively marketing TDM plans through marketing and education materials); and
- Proponent will encourage future building owners/tenants to join the Seaport District TMA to provide TDM programs and coordinate with neighboring tenants.

Wind

- The NPC indicated that wind conditions will be improved along Congress Street. Additional measures such as screening or additional landscaping will be studied as the design progresses.

Air Quality

- Reduced air emissions through implementation of the TDM Program.
- Sustainable design initiatives of the project will seek to lower energy use and carbon dioxide emissions;
- Indoor air quality will be managed during construction. Low emitting materials will be specified in adhesive, paints, coatings, and carpet systems; and
- Emergency diesel generators will use ultra low sulfur diesel fuel.

Solid and Hazardous Waste

- Construction phase waste management practices will be established to recycle materials that would otherwise be disposed of in a landfill and product procurement will seek materials which utilize recycled content; and
- A project-wide recycling program will be initiated to encourage recycling by all tenants. The Project will include space for recycling on each floor, and the loading/receiving areas will include space for the storage and pick-up of recycled materials.

Noise

- Residents will be located along Congress Street on upper floors to mitigate noise impacts from existing sound levels. Appropriate building materials will be used to ensure interior sound levels are significantly reduced from exterior level and meet/exceed Massport noise performance standards.

Water Quality/Stormwater

- Project will incorporate stormwater management and treatment systems in accordance with MassDEP's stormwater management handbook. Areas under the building slab will be utilized for retention/infiltration facilities;
- Proponent will provide some I/I mitigation for the BWSC infrastructure; and
- A portion of the roof will include a green roof system to reduce runoff and the streetscape design incorporates street trees and permeable paver strip along Congress Street to promote infiltration.

Construction Period

- Proponent will prepare a Construction Management Plan that will include detailed information on construction activities, specific construction mitigation measures,

construction materials access and staging area plans, and designated truck routing plans to minimize impacts to abutters and the local community; and

- The Proponent and construction team will participate in the Commonwealth's Clean Air Construction Initiative.

Sustainable Design

- The project will seek to lower energy use and carbon dioxide emissions and reduce radiant heat island effects through elimination of large heat absorbing surfaces, decrease energy demand with advance lighting control systems, and use water conserving fixtures.

Conclusion

Based on a review of the NPC, consultation with State Agencies and review of comment letters, I hereby determine that no additional MEPA review is required. Outstanding issues can be addressed through State permitting. The project may proceed to permitting.

May 20, 2016
Date

Matthew A. Beaton

Comments received:

05/10/16	Boston Water and Sewer Commission (BWSC)
05/10/16	Office of Coastal Zone Management (CZM)
05/10/16	Department of Environmental Protection – Northeast Regional Office (MassDEP)
05/10/16	Department of Transportation (MassDOT)
05/10/16	Massachusetts Port Authority (Massport)
05/06/16	Massachusetts Water Resources Authority (MWRA)

MAB/PRC/prc

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November 22, 2011

Margaret Briggs
Managing Principal
Epsilon Associates
3 Clock Tower Place, Suite 250
Maynard, MA 01754

Re: Request for Advisory Opinion
EEA #13367 – Waterside Place – Boston

Dear Ms. Briggs:

I am writing in response to your letter received on October 24, 2011, in which you requested an Advisory Opinion clarifying my May 7, 2010 Advisory Opinion regarding the timing of implementation of proposed mitigation measures given the project's phasing. In the May 7, 2010 Advisory Opinion, I determined that the changes to the phasing, design and occupancy program for the northern parcel of the above project did not constitute a "material change" to the project, nor a "lapse of time" as those terms are defined in the MEPA regulations. Therefore, a Notice of Project Change (NPC) was not required.

As described in the prior MEPA filings, the project consists of the construction of 1,282,462 square feet of mixed-use space with a 2,350-space parking garage. The project site is located on the Core Block of the Massachusetts Port Authority's (Massport) Commonwealth Flats Development Area (CFDA), which has completed MEPA review (EEA #11882) as a Single EIR. The project required a mandatory EIR pursuant to 301 CMR 11.03(6)(a)(6) and 11.03(6)(a)(7) of the MEPA regulations because it required state permits and involved the generation of 3,000 or more new vehicle trips and the construction of 1,000 or more new parking spaces. The proponent is seeking a Ground Lease from Massport, and an Air Rights Agreement for portions of the site from the Massachusetts Department of Transportation (formerly the Massachusetts Turnpike Authority) and an easement agreement with the MBTA. The project requires an Access Permit and Traffic Signal Permits from the Massachusetts Department of Transportation (formerly the Executive Office of Transportation and Construction). It may require a Limited Air Plan Approval/Fossil Fuel Emission

Permit, a Construction Dewatering Permit, a Notice of Construction and Demolition, and a Sewer Extension/Connection Permit from the Massachusetts Department of Environmental Protection (MassDEP). The project also requires a Construction Dewatering Permit and a Sewer Connection Permit from the Massachusetts Water Resources Authority.

On April 20, 2010, your firm provided correspondence on behalf of the project proponent updating the MEPA Office on the status of non-construction related work and activities. The proponent has decided to develop the project in phases, the first phase of which is the development of residential, retail and grocery uses and associated parking on the northern parcel of the project site. Although the proponent has refined the development program, the program for Phase I remains consistent with the program for the northern portion of the site outlined in the SEIR. The proponent is not proposing changes in the development proposed for the balance of the larger site which will occur after Phase I. For Phase I, the proponent is proposing to construct a mixed-use project of 353,100 sf, which includes a 283,600 sf residential building with between 213 and 226 rental units; 69,500 sf of retail space; and 277 parking spaces. In the original SEIR, this portion of the site contained approximately 388,500 sf of mixed-use space with 275 parking spaces. The residential building was originally proposed as 209 condominium units.

Based upon the information provided in your letter received on October 24, 2011, the investor(s) are seeking written confirmation from the MEPA Office regarding the timing of the proposed mitigation measures given the project's phasing. Many of the proposed mitigation measures outlined in the SEIR's proposed Section 61 Findings cannot be implemented during Phase I of the project because they deal with parts of the site or project components that are not part of Phase I. Your attached table, entitled "Waterside Place Mitigation" (10 pages), listed the proposed mitigation measures by category and associated them with either Phase I or II based upon which part of the project they pertain to and /or where on the project site they are located. I find that the attached mitigation phasing shown in the table and the timing of the mitigation measures is acceptable.

Please contact William Gage, MEPA Analyst for this project, at (617) 626-1025 if you have any further questions concerning this matter.

Sincerely,

Maeve Vallely-Bartlett
MEPA Director Secretary

13367ao2.docx
MVB/WTG/wg

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May 7, 2010

Margaret Briggs
Managing Principal
Epsilon Associates
3 Clock Tower Place, Suite 250
Maynard, MA 01754

Re: Request for Advisory Opinion
EEA #13367 – Waterside Place – Boston

Dear Ms. Briggs:

I am writing in response to your letter of April 20, 2010, in which you requested an Advisory Opinion pursuant to 301 CMR 11.01(6) as to whether the above-referenced project requires the submission of a Notice of Project Change (NPC). As described in your letter, certain changes have been made to the phasing, design and occupancy program for the northern parcel of the project since the review of the Single Environmental Impact Report for this project in 2007. You letter therefore requests a determination as to whether an NPC would be required under 301 CMR 11.10, and asserts that no NPC should be required because there has been no "material change" to the project nor any "lapse of time" as those terms are defined and applied under the MEPA regulations.

As described in the prior MEPA filings, the project consists of the construction of 1,282,462 square feet (sf) of mixed-use space with a 2,350-space parking garage. The project site is located on the Core Block of the Massachusetts Port Authority's (Massport) Commonwealth Flats Development Area (CFDA), which has completed environmental review under a Special Review Procedure (SRP) (EEA #11882). On September 15, 2004 the proponent submitted an Environmental Notification Form for the Waterside Place project, and on November 22, 2004 the Secretary issued a Certificate directing the preparation of a Single Environmental Impact Report (EIR) in accordance with the SRP for the CFDA. On April 13, 2007, a Single EIR/NPC was submitted for the project, and on April 13, 2007 I determined that the Single EIR/NPC was adequate under the MEPA regulations.

According to your letter, since the issuance of the Certificate on the Single EIR/NPC in 2007, the proponent has decided to develop the project in phases. The first phase of the project will include the development of residential, retail and grocery uses and associated parking on the northern parcel of the project site. Although the proponent has refined the design and occupancy program on the northern parcel to accommodate project phasing, the environmental impacts associated with Phase 1 remain consistent with the project impacts associated with the northern portion of the site outlined in the Single EIR. Specifically, the proponent is now proposing to construct a mixed-use project of 353,100 sf on the northern parcel, which includes: a 283,600 sf residential building with between 213 and 226 rental units; 69,500 sf of retail space; and 277 parking spaces. This represents a slight decrease in the size of the development proposed for the northern parcel in the Single EIR, which described the construction of 388,500 sf of mixed-use space with 275 parking spaces. The proponent's current plan is to commence construction of Phase 1 in the first half of 2011. The proponent is not proposing changes in the development proposed for the balance of the larger site which will occur after Phase 1.

Your letter also describes the efforts that the proponent has undertaken since 2007 to advance the project, including the proponent's efforts to obtain required permits and approvals for the project and to renegotiate the necessary ground lease with Massport.

Based upon the information provided in your letter, I find that the proponent has commenced non-construction related work or activity (including the expenditure of funds and negotiating a ground lease) and that it has continued to take major steps in a continuous sequence to advance the project. Additionally, it does not appear that the current phasing proposal or refined design and occupancy program will result in any material changes to the project as it was described in the prior MEPA review. Therefore, in accordance with Sections 11.10(2) and (3) of the MEPA regulations, I find that an NPC will not be required at this time. Should there be any future material changes made to the proposed project prior to the taking of state Agency Actions, an NPC may be required in accordance with 301 CMR 11.10.

Please contact William Gage, MEPA Analyst for this project, at (617) 626-1025 if you have any further questions concerning this matter.

Sincerely,

Alicia McDevitt
Assistant Secretary

13367ao.docx
AM/WTG/wg

The Commonwealth of Massachusetts
Executive Office of Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114

Deval L. Patrick
GOVERNOR

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http://www.mass.gov/envir

April 13, 2007

CERTIFICATE OF THE SECRETARY OF ENVIRONMENTAL AFFAIRS
ON THE
SINGLE ENVIRONMENTAL IMPACT REPORT/NOTICE OF PROJECT CHANGE

PROJECT NAME	: Waterside Place
PROJECT MUNICIPALITY	: Summer and D Streets - Boston
PROJECT WATERSHED	: Boston Harbor
EOEA NUMBER	: 13367
PROJECT PROPONENT	: Core Development Group
DATE NOTICED IN MONITOR	: March 7, 2007

As Secretary of Environmental Affairs, I hereby determine that the Single Environmental Impact Report (SEIR)/Notice of Project Change (NPC) submitted on the above project **adequately and properly complies** with the Massachusetts Environmental Policy Act (G. L., c. 30, ss. 61-62H) and with its implementing regulations (301 CMR 11.00).

Project Description

As described in the SEIR/NPC, the proposed project consists of the construction of approximately 1,282,462 square feet (sf) of mixed-use space with a 2,350-space parking garage. The project has increased from 1,083,800 sf from the Expanded ENF chiefly because of the addition of a 300-room hotel. The proponent is proposing to construct 785,462 gross sf of commercial retail with a 72,000 sf grocery store. The commercial retail space includes shops, a food court, and a department store. The project will also include 209 residential condominium units (about 310,000 sf), a 300-room hotel (about 187,000 sf), and a 20,000 sf Visitor Center. The residential building and hotel will be about 250 and 230 feet respectively in height (19 stories). The existing project site contains the 11,600 sf World Trade Center Silver Line Station and 171 surface parking spaces. It is approximately 10.3 acres in area. The changes to the project include the addition of the 300-room hotel and the inclusion of a 72,000 sf supermarket to replace the cinema complex.

The project site is located on the Core Block in a subset of Massachusetts Port

Authority's (Massport) Commonwealth Flats Development Area (CFDA), which has completed MEPA environmental review and a Special Review Procedure. The Special Review Procedure allows for a Single EIR. The project requires a mandatory EIR. The proponent is seeking a Ground Lease from the Massport, and an Air Rights Agreement for portions of the site from the Massachusetts Turnpike Authority (MTA). It may require a Permit by the Executive Office of Transportation and Construction under Chapter 54A for construction on former railroad property. The project may require a Construction Dewatering Permit, a Notice of Construction & Demolition, a Limited Air Plan Approval/Fossil Fuel Emission Permit, a Notice Regarding Demolition and Construction, a Cross Connection Permit, and a Sewer Extension/Connection Permit from the Department of Environmental Protection (MassDEP). It will need to obtain a Construction Dewatering Permit and a Sewer Connection Permit from the Massachusetts Water Resources Authority (MWRA). The project must comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for stormwater discharges from a construction site. It will need to submit a Notice of the Construction of Structures over 200-feet with the Federal Aviation Administration. Because the proponent is seeking a land transfer (in the form of leased ground and air rights) from state agencies for most of the project site, under MEPA regulations there is broad scope jurisdiction, extending to all aspects of the project that may have significant environmental impacts.

Using the unadjusted Institute of Traffic Engineers Trip Generation land use codes (230, 495, 710, 820, and 850), the proponent has estimated that the project will generate approximately 31,280 average daily (unadjusted) vehicle trips. The proponent has estimated that the project would generate about 7,367 new vehicle trips when the rates are adjusted using Boston Transportation Department (BTD) mode splits in accordance with the transportation methodology defined in CFDA scope. Access to and egress from the parking garage would be provided onto Congress Street, D Street, and World Trade Center (WTC) Avenue. Egress from the parking garage would also be allowed onto the Massport Haul Road.

The proposed project will be connected to existing municipal water and sewer service. It will consume about 150,480 gallons per day (gpd) of water and will generate about 136,800 gpd of wastewater flow.

Review of the SEIR/NPC:

The SEIR included a detailed description of the project and described each state agency action required for the project. It contained sufficient information to allow the permitting agencies to understand the environmental consequences of their official actions related to the project.

The SEIR described how this project relates to Massport's CFDA (EOEA #11882). It contained an update on the status of area-wide infrastructure improvements and individual

development projects within the CFDA. The SEIR analyzed the cumulative impacts of the built and proposed development in the CFDA. This project may limit future development on other CFD parcels that are not developed.

The SEIR discussed the No-Build Alternative and the Preferred Alternative. The proponent provided information regarding project economics. It compared Alternative 3 – the proposed CFDA planned development for these parcels for traffic, parking, and transit impacts with the Preferred Alternative and the EENF Alternative. The overall massing of the Preferred Alternative was consistent with the massing for the CFDA Alternative. Therefore, the SEIR did not provide a separate environmental analysis of the wind, shadow, and daylight impacts of each alternative. The premium cost of decking is approximately $22 million or $18 per sf, excluding the parking garage. According to the proponent, the cost of the deck plus the ground lease costs require the massing currently proposed. The SEIR summarized the alternatives already developed by the proponent for the project site. There is no project phasing. The SEIR discussed how this project is compatible to the CFDA FEIR. It summarized how this project is compatible with Executive Order 385 – Planning for Growth, Boston Zoning, and the Metropolitan Area Planning Council's Metro Plan 2000.

The SEIR included the trip generation numbers, and these numbers were further explained in the supplemental information dated April 12, 2007 from the consultant. It provided a level of service (LOS) analysis at the required intersections. The SEIR included the a.m. and p.m. peak weekday peak hours, volume to capacity ratios, average and maximum queue lengths, a traffic distribution map, and background growth from other proposed developments in the area. It used 2010 for build-out year, as was done for the CFDA FEIR. For each intersection in the study area, the SEIR included with its LOS analysis: time delay and capacity. The SEIR examined present and future build and no-build traffic volumes for all impacted roadways and intersections. The LOS analysis for the Saturday midday peak hour was not provided in the SEIR because weekend traffic models for the area were never developed for either the Central Artery/Tunnel or CFDA analyses. However, the Saturday trips generated by the project were presented in the SEIR.

The SEIR described how the proponent intends to accommodate service and loading functions, and it identified the requirements of the project for service/loading infrastructure. The plans for the reconstruction of the roadways in the study area were discussed in the SEIR. The SEIR identified the proponent's coordination efforts with Massport, the MTA and Boston Transportation Department (BTD) to address traffic concerns within this area of Boston.

Parking at the site will include a total of 2,350 spaces in the parking garage. The SEIR described how the number of parking spaces needed was determined. It provided a breakdown of parking needs by land use category/use. The proponent anticipates providing parking to other area projects in the CFDA. Massport has committed to maintaining a parking ratio of 1.1

spaces/1,000 sf of occupied space in the CFDA. The SEIR utilized Institute of Traffic Engineers parking generation rates to demonstrate the need for the proposed 2,350 spaces. The valet parking operations and routes for the proposed project will be described in the Transportation Access Plan Agreement (TAPA) with the BTD. The TAPA will also identify taxi-parking areas along curbs and reserved parking for ZipCar or a similar service within the garage.

The SEIR did not identify any capacity constraints during peak hours on the Silver Line at the adjacent World Trade Center station. It has not proposed mitigation measures.

The SEIR provided a pedestrian LOS analysis at the following intersections for the weekday a.m. and p.m.: B/Congress Streets/Ramp D/F; D/Congress Streets; D Street/Transitway; D Street/Ramp DB; Summer/D Streets; Summer Street/WTC Boulevard. The pedestrian LOS for the Saturday mid-day peak hour was not presented in the SEIR because it depends on the traffic signal phasing and timing at each location, which was not available. The proponent has committed to identify specific bicycle parking accommodations within its TAPA. It will show where temporary and longer visit bicycle parking would occur on the project site in the TAPA. The TAPA will show the number of bicycle parking spaces and their location on the project site.

The SEIR presented a comprehensive Transportation Demand Management (TDM) Program designed to minimize reliance on single occupant private vehicles for employees of retailers at Waterside Place, the restaurant employees, and the building management staff. Tenants of the project will be required to participate in the TDM program as part of their ground lease agreement.

Air quality microscale modeling for carbon monoxide was provided in the SEIR. An air quality mesoscale analysis for ozone was also provided by the proponent to assess the total volatile organic compounds (VOC) and nitrogen oxide (NOx) emissions associated with all project-related vehicle trips. Reasonable and feasible VOC/NOx reduction/mitigation measures were included as part of the TDM mitigation package. The proponent has determined that no additional venting of the Turnpike, Silver Line, or the Massport Haul Road/CSX freight corridor is warranted by the project. The SEIR analyzed the air quality impacts and modeled the tunnel and station impacts of covering over additional areas of the Turnpike, Silver Line, and the haul road/CSX freight corridor for this project.

The SEIR presented drainage calculations and detailed plans for the management of stormwater from the proposed project. It included a detailed description of the proposed drainage system design. The SEIR analyzed the rates of stormwater runoff for the 2, 10, 25, and 100-year storm events. The proponent proposes to tie into the existing municipal stormwater system/Massport system. The SEIR identified the permits required. The stormwater will flow to a gravity stormwater system to nearby harbor outfalls. A portion of the drainage will also flow to a pump station on Service Road. The SEIR demonstrated that the proposed drainage system would

control storm flows at existing levels. It addressed the performance standards of MassDEP's Stormwater Management Policy. The maintenance program for the drainage system will be handled by Massport and the Boston Water and Sewer Commission and is conducted by them at least four times annually.

The dewatering of the construction site included a monitoring plan to ensure that there is no impact to the groundwater level. The SEIR outlined the monitoring program of groundwater levels. It summarized the existing pre-construction groundwater conditions.

The SEIR did not identify impacts from the project on the drinking water supply and distribution system. The proponent proposed to use low flow fixtures and water-saving appliances wherever possible as part of its Leadership in Energy and Environmental Design (LEED) Certification process.

The SEIR outlined the proponent's efforts to reduce water consumption and thereby reduce wastewater generation. It identified no capacity deficiencies within the municipal wastewater system to handle the project's additional wastewater flows. The proponent has committed to provide 547,200 gallons of Infiltration/Inflow (I/I) reduction. The proponent will work closely with the Boston Water and Sewer Commission (BWSC), the Massachusetts Water Resources Authority (MWRA), and MassDEP.

The SEIR presented a summary of the results of hazardous waste studies and remediation efforts undertaken at the site by the proponent to comply with the Massachusetts Contingency Plan, 310 CMR 40.0000.

The SEIR presented a discussion on potential construction period impacts. The proponent identified that it will be excavating 140,000 cubic yards of material from the site. The SEIR identified that the project would generate 4 truck trips per hour over the 36-month construction phase, and this estimated number includes the removal of excavate. It also provided existing and proposed noise levels.

The SEIR provided a shadow/daylight analysis. This analysis included the 9:00 am, 12:00 noon, and 3:00 pm for the vernal equinox, summer solstice, autumnal equinox, and winter solstice; and a shadow analysis for 6:00 pm for June and September. It identified existing shadow and net new shadow. The shadow study evaluated shadows cast on sidewalks and pedestrian areas, as well as at public and private open space within the study area.

The SEIR analyzed pedestrian level wind impacts from the proposed project. The wind study identified the areas where pedestrian level winds are expected to exceed the BRA's acceptability criteria. It identified the entrances to the project site and other nearby areas where pedestrians are expected to congregate. The wind study identified the impacts on public and

private open spaces in the project area.

The SEIR included renderings of the proposed buildings from each side. It incorporated sustainable design elements into the project design. The proponent has committed to seek LEED Certification for the project. It has a proposed a green roof as part of the project.

Summary of the SEIR Mitigation:

The SEIR included a separate chapter on mitigation measures. This chapter on mitigation included a Draft Section 61 Finding for the state permits. The Draft Section 61 Findings contained a clear commitment to mitigation and the identification of the parties responsible for implementing the mitigation. A schedule for the implementation of mitigation was also included.

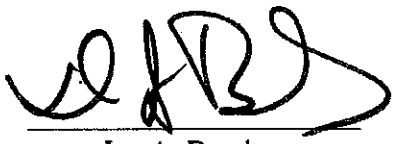
On April 10, 2007, the proponent provided supplemental information on its mitigation measures. The proponent committed to the following mitigation measures in the SEIR and in its supplemental information:

- Signalize the intersection of Congress Street/Seaport Lane/Site Driveway, approximately $350,000.
- Provide improved pedestrian access through the internal and external pedestrian paths through the site, approximately $5 million.
- Develop a Valet Parking Management Plan.
- Join the Seaport Transportation Management Association (TMA).
- Implement an employee transit subsidy.
- Provide bicycle parking spaces, approximately $150,000.
- Provide parking for a carsharing service.
- Provide preferential parking and a pricing subsidy for ridesharing employees.
- Develop a Transportation Demand Management (TDM) program that includes an on-site transportation coordinator, ridematching, marketing transit information, a guaranteed ride home program, flextime and staggered work hours, telecommuting, and showers for bicyclists.
- Commit to LEED certification.
- Construct a public plaza along Summer Street and the WTC Avenue intersection.
- Provide a "green" roof, approximately $2.5 million.
- Provide a covered walkway along WTC Avenue, approximately $3 million.
- Provide internal finishes to the Massport built Summer Street pedestrian underpass, approximately $500,000.
- Develop a viaduct overlook park.
- Contribute to a landscaped open space on the triangular parcel created by Ramp F and Ramp D, approximately $250,000.

- Provide for upgraded light fixtures and other upgraded finishes along D Street, approximately $750,000.
- Develop a Transportation Access Plan Agreement (TAPA) for the BTD, approximately $500,000.
- Provide 547,200 gpd of I/I removal to the Boston wastewater system, approximately $1.2 million.
- Install water saving fixtures, approximately $150,000.
- Conduct studies, prepare design specifications, and install four groundwater observation wells and to monitor levels before, during, and after construction, approximately $500,000.
- Participate in MassDEP's Clean Air Construction Initiative, approximately $50,000.
- Provide diesel generators that incorporate specific emission limits as outlined by MassDEP using ultra low sulfur diesel fuel oil, approximately $100,000.
- Sight housing away from noise generation and incorporate building material selection to reduce interior noise levels to exceed Massport noise standards, approximately $750,000.
- Provide stormwater Best Management Practices and prevent sedimentation from entering the stormwater management system, approximately $200,000.

The SEIR updated the status of all mitigation commitments identified in the Section 61 Findings for the CFDA project.

I ask the proponent to consider installing a "continuous" covered walkway along WTC Avenue and also along Congress Street to provide pedestrians with shelter from inclement weather and wind.



April 13, 2007
DATE

Ian A. Bowles

Comments received:

Boston Groundwater Trust, 3/29/07
MCZM, 4/2/07
John Hancock Financial Services, 4/5/07
MassDEP/NERO, 4/6/07

Save the Harbor, 4/6/07
MTA, 4/6/07
WalkBoston, 4/6/07
Epsilon Associates, 4/9/07
Epsilon Associates, 4/10/07
VHB, 4/12/07

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IAB/WTG/wtg

THE COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE OFFICE OF ENVIRONMENTAL AFFAIRS

MICHAEL S. DUKAKIS
GOVERNOR

JOHN DEVILLARS
SECRETARY

December 26, 1990

CERTIFICATE OF THE SECRETARY OF ENVIRONMENTAL AFFAIRS
ON THE
ENVIRONMENTAL NOTIFICATION FORM

PROJECT NAME	: Commonwealth Flats Replacement Parking Garage
PROJECT LOCATION	: South Boston
EOEA NUMBER	: 8505
PROJECT PROPONENT	: Massachusetts Port Authority
DATE NOTICED IN MONITOR	: November 25, 1990

Pursuant to the Massachusetts Environmental Policy Act (G.L.,c.30,s.61-62H) and Section 11.06 of the MEPA regulations (301 CMR 11.00), I hereby determine that the above project does not require the preparation of an Environmental Impact Report.

The Massachusetts Port Authority's parking garage project consists of replacement parking for the 1764 surface parking spaces that will be displaced for the construction of the Third Harbor Tunnel/Seaport Access Road. The Environmental Notification Form identifies the potential for future retail space and a transit station for the Fort Point Channel/South Boston Transitway. These two activities have not been fully reviewed at this time; however, they will be subjected to separate ENF reviews, when plans for the retail space and the transit station are more complete.

The garage entrance planned on Viaduct Street has the potential to redirect traffic through South Boston neighborhood streets. The City of Boston has asked that alternative access plans be considered, to avoid adding traffic to these local roads. In response, Massport has submitted supplemental information which evaluates a single entrance of New Congress Street. Based on that information, the agency has concluded that a dual access garage, utilizing a magnetic card system to control entrance usage, will adequately address the community's concerns. While this appears to be a reasonable solution, the issue may warrant reconsideration when a decision is made about the Ramp Street Extension, and as the plans for the World Trade Center Garage crystalize further.

Finally, a reasonable number of parking spaces should be set aside for high occupancy vehicles.

December 26, 1990
Date

John DeVillars, Secretary

Attachment: Memorandum, Vollmer Associates to Massport, 12/17/90

Comments received:

12/20/90	MBTA
12/19/90	BRA
12/14/90	Boston Water and Sewer Commission
12/18/90	The John Drew Company

JD/NB/nb

+ MAPC Letter

NPC Distribution List

In accordance with the MEPA regulations at 301 CMR 11.16, Massport is circulating this Notice of Project Change (NPC) for the proposed South Boston Waterfront Transportation Center (SBWTC) to the public agencies and interested stakeholders listed below.

It is expected that notice of the availability of this NPC will be published in the **August 24th** edition of the *Environmental Monitor*, initiating a 20-day public comment period that will end on **September 13th.**

Federal

EPA New England, Region 1
Attn: NPDES Permit Division
5 Post Office Sq., Suite 100
Boston, MA 02109

Federal Aviation Administration
Attn: Richard Doucette
New England Region, Airports Division
1200 District Avenue
Burlington, MA 01803

Commonwealth of Massachusetts

Secretary Matthew Beaton
Executive Office of Energy and Environmental Affairs
Attn: MEPA Office
100 Cambridge Street, Suite 900
Boston, MA 02114

Executive Office of Energy and Environmental Affairs
Land Policy - Bob O'Connor
100 Cambridge Street, Suite 900
Boston, MA 02114

MA Department of Environmental Protection
Attn: David Murphy
One Winter Street
Boston, MA 02108

MA Department of Transportation
Public/Private Development Unit
10 Park Plaza
Boston, MA 02116

MassDOT
Attn: Environmental Reviewer
10 Park Plaza, Room 3510
Boston, MA 02116

MassDOT
Highway Division
10 Park Plaza, Suite 4160
Boston, MA 02116

MassDOT - District #6
Attn: MEPA Coordinator
185 Kneeland Street
Boston, MA 02111

MassDOT - District #4
Attn: MEPA Coordinator
519 Appleton Street
Arlington, MA 02174

MassDOT - Aeronautics Division
Attn: Nathan Rawding/MEPA Coordinator
One Harborside Drive
East Boston, MA 02128

MA Historical Commission
The MA Archives Building
220 Morrissey Boulevard
Boston, MA 02125

Metropolitan Area Planning Council
Attn: Marc Draisen
60 Temple Place/6th floor
Boston, MA 02111

MA Water Resources Authority
Attn: Marianne Connolly
100 First Avenue
Charlestown Navy Yard
Boston, MA 02129

Mass. Bay Transportation Authority
Attn: Andrew Brennan
10 Park Plaza, Suite 3910
Boston, MA 02116

Massachusetts Department of Public Safety
One Ashburton Place
Boston, MA 02108

Commonwealth of Massachusetts
Office of Coastal Zone Management
Attn: Lisa Berry Engler
251 Causeway Street, Suite 800
Boston, MA 02114

Commonwealth of Massachusetts
Division of Marine Fisheries
Attn: Environmental Reviewer
251 Causeway Street, Suite 400
Boston, MA 02114

Congressman Stephen F. Lynch
1 Harbor Street, Suite 304
Boston, MA 02210

Senator Linda Dorcena Forry
State House, Room 410
Boston, MA 02133

Representative Nick Collins
State House, Room 39
Boston, MA 02133

City of Boston

Boston Redevelopment Authority
Attn: Brian P. Golden, Director
One City Hall Square, 9th Floor
Boston, MA 02201

Office of Environment, Energy & Open Space
Attn: Austin Blackmon, Chief
One City Hall Square, Room 603

Boston City Council
Attn: Michelle Wu, President
One City Hall Square, 5th Floor
Boston, MA 02201

Boston City Council
Attn: Bill Linehan
One City Hall Square, 5th Floor
Boston, MA 02201

Boston City Council
Attn: Michael Flaherty
One City Hall Square, 5th Floor
Boston, MA 02201

Boston Conservation Commission
One City Hall Square, Room 805
Boston, MA 02201

Boston Landmarks Commission
One City Hall Square, Room 805
Boston, MA 02201

Boston Transportation Department
One City Hall Plaza, Room 721
Boston, MA 02201

Boston Environment Department
One City Hall Square, Room 805
Boston, MA 02201

Boston Public Health Commission
Attn: Executive Director
1010 Massachusetts Avenue
Boston, MA 02118

Boston Water and Sewer Commission
Attn: MEPA Reviewer
980 Harrison Avenue
Boston, MA 02119

Local

The Drew Company
2 Seaport Lane, Floor 9
Boston, MA 02210

Boston Harbor Now
374 Congress Street, Suite 307
Boston, MA 02210

Save the Harbor/Save the Bay
212 Northern Avenue, Suite 304 West
Boston, MA 02210

Seaport Alliance for a Neighborhood Design
300 Summer Street
Boston, MA 02210

Boston Groundwater Trust
229 Berkeley Street, Suite 410
Boston, MA 02116

Brian Mahoney
298 West Third Street
South Boston, MA 02127

John Hancock Financial Services
Attn: Bruce Pearson
US Corporate Real Estate
500 Boylston Street
Boston, MA 02117

Park Lane Seaport Apartments
One Park Lane
Boston, MA 02210

Renaissance Boston Waterfront Hotel
606 Congress Street
Boston, MA 02210

WalkBoston
45 School Street
Boston, MA 02108

Joe Rogers
140 Newbury Street
Boston, MA 02116

Gay Murad
147-3 B Street
South Boston, MA 02127

Gary Godihno
437 D Street, 2E
South Boston, MA 02127

Donna Brown
SB Neighborhood Development
365 West Broadway, South Boston,
MA 02127

John Allison
17 Old Harbor Street
South Boston, MA 02127

Bill Spain
1514 Columbia Road
South Boston, MA 02127

Dan McCole
516 E. Second Street
South Boston, MA 02127

James O'Brien
881 East First St.
South Boston, MA 02127

Frances (Lucky) Devlin
718 E. Second Street
South Boston, MA 02127

Sharon Asiaf
874 East Broadway
South Boston, MA 02127

Bill Higgins, Jr.
Higgins Insurance
45 L Street
South Boston, MA 02127

William Kasper
125 West Third St.
South Boston, MA 02127

Russell Castagna
77 L Street
South Boston, MA 02127

Dave Nagle, c.o. /Watson
12 City Point Court
South Boston, MA 02127

Mike Foley
114 West Third Street
South Boston, MA 02127

Timothy Symth
58 N Street
South Boston, MA 02127

Dave Matteo
821 E. Broadway, #1
South Boston, MA 02127

Billy Higgins
45 L Street
South Boston 02127

Don Wilson
789 East Broadway
South Boston 02127

Dan McCole
516 East Second Street
South Boston 02127

Karen Stanley
789 East Broadway
South Boston 02127

Joanne McDevitt
787 East Broadway
South Boston 02127

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APPENDIX D: MITIGATION MEASURES/DRAFT SECTION 61 FINDINGS

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Appendix D

South Boston Waterfront Transportation Center

MITIGATION MEASURES/DRAFT SECTION 61 FINDINGS

Introduction

M.G.L. c. 30, s. 61 requires that "[a]ll authorities of the commonwealth ... review, evaluate, and determine the impact on the natural environment of all works, projects or activities conducted by them and ... use all practicable means and measures to minimize [their] damage to the environment. ... Any determination made by an agency of the Commonwealth shall include a finding describing the environmental impact, if any, of the project and a finding that all feasible measures have been taken to avoid or minimize said impact."

Mitigation measures in Table A are divided into Phase I and Phase II for the previously approved Waterside Place Project (EEA #13367). Mitigation measures associated with Phase I of the overall Waterside Place Project have been or will be implemented by and are the responsibility of The Drew Company and are being undertaken in subphases 1A (complete) and 1B (pending).

A portion of the Phase II mitigation measures will be implemented as part of the SBWTC project as indicated on Table D-1. Remaining project Phase II mitigation measures will be implemented as part of the future development of Phase II as that occurs, by Massport or potentially another project Proponent. No changes to the Phase II mitigation measures are proposed as part of the SBWTC project.

Anticipated State Permits and Approvals

Below is a list of the Agencies that are expected to take Agency Action on the proposed Project, including anticipated Agency Actions.

Agency	Approval
State	
MA Environmental Policy Act Office	Secretary's Certificate on Notice of Project Change
Department of Environmental Protection	Notice of Construction and Demolition
Department of Public Safety	Building and Plumbing Permits
Department of Transportation	Railroad Approvals for right-of-ways and lands formerly used for railroads
MA Water Resources Authority	Sewer Use Discharge Permit Temporary Construction Site Dewatering Permit
Local	
Boston Conservation Commission	Determination of Applicability (to be determined)

Draft Section 61 Finding

Project Name:	**South Boston Waterfront Transportation Center**
Project Location:	**South Boston, MA**
Project Proponent:	**Massachusetts Port Authority (Massport)**
EEA Number:	**13367**[1]
Date Noticed in Monitor:	**March 7, 2007**

The potential environmental impacts of the Waterside Place were characterized and quantified in the Environmental Notification Form (ENF) dated September 15, 2004, the Single Environmental Impact Report (SEIR) dated February 26, 2007, and the Notices of Project Change (NPC) dated through April 15, 2016, which are incorporated by reference into this Section 61 Finding.

Throughout the planning and environmental review process, Massport has been working to develop measures to mitigate significant impacts of the Project. With the mitigation proposed and carried out in cooperation with state agencies, Massport finds that there are no significant unmitigated impacts.

Massport recognizes that the identification of effective mitigation, and effective implementation of those mitigation measures throughout the life of the Project, is central to its responsibilities under the Massachusetts Environmental Policy Act (MEPA). Massport has accordingly prepared a Table of Mitigation Measures that specifies the mitigation that will be provided for the South Boston Waterfront Transportation Center. Massport also commits to the remaining Phase 2 mitigation measures to be implemented by Massport and or its future leasehold tenants.

Now, therefore, the Massachusetts Port Authority, having reviewed the MEPA filings for the Project, including the mitigation measures itemized on the attached Table of Mitigation Measures, finds pursuant to M.G.L. C. 30, S. 61 that with the implementation of the aforesaid measures, all practicable and feasible means and measures will have been taken to avoid or minimize potential damage from the South Boston Waterfront Transportation Center Project to the environment.

_____

Massachusetts Port Authority

_____

By

_____

[Date]

[1] Draft Section 61 Findings do not include ARG as there was no EIR hence no Section 61 requirement.

Table D-1 Waterside Place Project-Wide Mitigation Summary

Subject Matter	Mitigation	Phase IA & 1B (Drew Company)	Phase II (Massport/ SBWTC)	Phase II (Massport/ Future)
CFDA Mitigation	To meet the requirement for a covered walkway along the Viaduct (WTC Avenue), the WTC Avenue building façade will use rooftop architectural ribbons, signage, displays, materials and lighting to ensure a continuous inviting pedestrian experience. Awnings at some locations will promote comfortable passage between the BCEC and the WTC MBTA Station during all seasons. The Project will allow for a, weather-protected path along this same north-south route. Pedestrians will be able to access the Project directly from the MTBA Silver Line Station, pass north to south through an interior concourse and travel through a pedestrian tunnel under Summer Street into the BCEC.	NA	✓	✓
CFDA Mitigation	A tunnel structure that connects Parcel D2 directly to the BCEC has been funded by Massport and built by the CA/T Project underneath Summer Street. A tunnel structure, funded by Massport, was built by the CA/T Project underneath Summer Street. The Proponent will provide internal finishes to the tunnel that establish comfortable and inviting pedestrian path connecting directly into the Project.	NA	NA	✓
CFDA Mitigation	The CFDA FEIR assigned the development of the Massport South Boston Maritime Park to Parcel C2 or F1. Massport designed and built the park which was completed in June of 2004.	**COMPLETED**	**COMPLETED**	**COMPLETED**
CFDA Mitigation	The development of Parcel C3 triggers the parcel-specific mitigation to construct a public plaza along Summer Street at WTC Avenue that accommodates a bus stop and offers a public viewing area to improve the pedestrian environment across from the BCEC. The Visitor Center, originally proposed on Parcel D1, was envisioned to provide the function and amenities as part of an Overlook Park. The goals of a Visitor Center are currently expected to be met through the planned plaza amenities.	NA	NA	✓
CFDA Mitigation	The Proponent will provide contributions toward landscaping improvements at Triangle Park.	NA	NA	✓

Waterside Place Project-Wide Mitigation Summary (Continued)

Subject Matter	Mitigation	Phase IA & 1B (Drew Company)	Phase II (Massport/ SBWTC)	Phase II (Massport/ Future)
CFDA Mitigation	Project will activate D Street sidewalk by siting residential tower at corner with Congress Street and hotel tower at corner of Summer Street. Pedestrian activity will be drawn away from traffic by locating vehicular access/egress points to the parking garage at the midpoint of D Street and establishing hotel and residential tower entrances at northern and southern ends of façade. Awnings at residential and hotel entrances and continuous street lighting along length of D Street to unify streetscape design.	✓	✓	✓
Transportation	Intersection of Congress Street and Seaport Lane/Site Driveway will be signalized to provide adequate traffic operations for side street movements without impeding traffic flow on Congress Street.	✓	✓	NA
Transportation	The Project will provide dedicated valet parking service on-site with valet curbs to improve customer convenience and reduce unnecessary traffic generated by lost motorists.	NA	NA	✓ (as needed)
Transportation	By charging market rates for monthly employee parking, Project will encourage increased transit use and curb parking demands.	NA	NA	✓
Transportation	Proponent will join Seaport Transportation Management Association and thereby gain access to a wide array of TDM programs and amenities that encourage transit use.	✓	✓	✓
Transportation	Project will provide improved pedestrian access through internal and external pedestrian paths through the site. These paths will connect the BCEC and other points along Summer Street with the World Trade Center, Seaport Boulevard and other harborside destinations.	NA	✓	✓
Transportation	Proponent will strongly encourage Waterside Place tenants to offer transit subsidies to employees as part of lease agreements to reduce automobile trips.	✓	✓	✓
Transportation	Proponent will provide bicycle parking spaces of which approximately half will be weather protected to encourage bicycle use as an alternative to auto use.	✓	✓	✓

Waterside Place Project-Wide Mitigation Summary (Continued)

Subject Matter	Mitigation	Phase IA & 1B (Drew Company)	Phase II (Massport/ SBWTC)	Phase II (Massport/ Future)
Transportation	The Proponent will coordinate with carsharing entities to investigate provision of a shared-car service at Waterside Place.	NA	✓	✓
Transportation	Service vehicle delivery schedules will be actively managed to ensure that service vehicles do not unduly burden local roadways.	✓	✓	✓
Transportation	Project to provide preferential parking and pricing subsidy for employees who carpool.	NA	✓	✓
Transportation	Proponent to prepare and submit a Construction Management Plan (CMP) for the Project to minimize construction impacts.	✓	✓	✓
Transportation	A Transportation Access Plan Agreement (TAPA) for the project will be developed and will include an assessment of overall traffic impacts and mitigation adequacy, assessment of construction traffic impacts and mitigation, monitoring and mitigation of traffic impacts, and management of loading and deliveries.	✓	✓	✓
Transportation	Proponent to implement TDM plan to lessen single-occupant vehicle travel and help achieve target transit mode share. TDM will incorporate TDM alternatives and strategies identified in CFDA filings.	NA	NA	✓
Transportation	Proponent to require future building owners and retail/commercial tenants of the project to join Seaport District TMA to provide these TDM programs and to coordinate with neighboring buildings and area tenants. This will be accomplished through language in leasing agreement.	NA	✓	✓

Waterside Place Project-Wide Mitigation Summary (Continued)

Subject Matter	Mitigation	Phase IA & 1B (Drew Company)	Phase II (Massport/ SBWTC)	Phase II (Massport/ Future)
Transportation	Specific TDM measures for Waterside Place employers include 1) designating an on-site employee transportation coordinator; 2) aggressively marketing TDM plans through marketing and education materials, 3) implementing carpool/vanpool ridematching for tenant employees, 4) accommodating bikers and pedestrians through Project design, providing secure, indoor bicycle storage, and investigating feasibility of providing shower passes to local fitness facilities for bicycling employees; 5) providing on-site sale of transit passes, 6) offering financial incentives (financial awards programs, "commuter choice" program, transit and vanpool subsidies, pre-tax transit and vanpool benefits, combination of subsidy and pre-tax benefits, and transit and vanpool plus parking benefits); 6) offering guaranteed ride home programs; 7) consider offering telecommuting and alternative work schedules; 8) providing on-site services through development of retail establishments within easy walking distance and thus reducing trips employees would otherwise make to run errands, 9) evaluate the need for employer shuttles to transit; and 10) implement parking management strategies.	✔ (as applicable)	✔	✔
Transportation	The mixed-use development of Waterside Place Project will support a pedestrian environment for all residents, employees and visitors. The Waterside Place Project will provide a variety of retail services that residents, Waterside Place employees, and area employees can use without the necessity of driving.	✔	✔	✔
Wind	Although the Project will not deteriorate uncomfortable or dangerous wind conditions in the existing conditions, carefully planning can improve these locations by future building planed on Parcel D3. Increased wind speeds anticipated as a result of the Project around the northwestern end of the Congress Street may be mitigated through future building developments in the area.	✔	✔	✔

Waterside Place Project-Wide Mitigation Summary (Continued)

Subject Matter	Mitigation	Phase IA & 1B (Drew Company)	Phase II (Massport/ SBWTC)	Phase II (Massport/ Future)
Shadow	Shadow impacts generally occur to the streets and sidewalks adjacent to the Project site. Impacts to open space occur to the Eastport Park and the South Boston Maritime Park generally in the afternoons, however, under most conditions when those spaces would be used, there would be a mix of sunny and shaded areas available to users of the parks. During two of the time periods when these open spaces are in net new shadow, use of the parks is unlikely due to the cold temperatures in December.	✓	✓	✓
Daylight	Project design places taller Project elements on eastern and southern corners of site, thus reducing impact on pedestrian's views of the sky.	✓	✓	✓
Solar Glare	For the five time periods studied, solar glare could impact areas of D Street, Summer Street, the Massport Haul Road, Service Road, and the BCEC access road. Although analysis assumes exterior skin of the building façades are smooth specular and 100 percent reflective glass, solar impacts may be fewer than depicted because building facades are not all smooth specular and will contain Low-E glass with a reflectivity substantially below 100 percent. Areas with reflected glare will receive reflected sunlight but the intensity will be less than predicted. Potential impacts will be mitigated through use of glass having significantly lower reflectivity than that assumed in the analysis. In addition, Proponent will continue to evaluate the façade design and materials to reduce potential solar glare impacts.	✓	✓	✓
Air Quality	Proponent has identified and reviewed reasonable and feasible reduction and mitigation measures to address the increase in emissions associated with the 2010 build scenario by providing traffic mitigation measures and transportation demand management. These are identified above.	NA	✓	✓
Air Quality	Project sustainable design initiatives will seek to lower energy use and carbon dioxide emissions.	✓	✓	✓

Waterside Place Project-Wide Mitigation Summary (Continued)

Subject Matter	Mitigation	Phase IA & 1B (Drew Company)	Phase II (Massport/ SBWTC)	Phase II (Massport/ Future)
Air Quality	Indoor air quality will be managed during construction. Materials which are rated 'low emitting' will be specified in adhesives, paints & coatings and carpet systems in accordance with LEED requirements.	✓	NA	✓
Air Quality	Operation of the project's emergency diesel generators will incorporate specific emission limits as outlined in DEP regulations. These generators will use ultra low sulfur diesel fuel oil.	✓	NA	✓
Solid and Hazardous Waste	As part of the Project's sustainable design initiatives, construction phase waste management practices will be established to recycle materials which would otherwise be disposed of in a landfill and product procurement will seek materials which utilize recycled content, particularly those which are available locally.	✓	✓	✓
Solid and Hazardous Waste	The waste generated from the Project is expected to be general solid waste including waste paper, newspaper, cardboard, cans, and glass bottles. As part of the Proponent's goal to achieve LEED Certification, it is anticipated that solid waste recycling will be managed in accordance with LEED credits. Recycling on-site will be maximized and the remainder will be compacted. Recycling by residents, the grocery store and retail/restaurant tenants will be strongly encouraged and coordinated. A Project-wide recycling program will be initiated to encourage recycling by all tenants. The Project will include space for recycling on each floor, and the loading/receiving areas will include space for the storage and pick-up of recyclable materials. The residential recycling program will be conducted in accordance with the City of Boston's recycling regulations.	✓	✓	✓

Waterside Place Project-Wide Mitigation Summary (Continued)

Subject Matter	Mitigation	Phase IA & 1B (Drew Company)	Phase II (Massport/ SBWTC)	Phase II (Massport/ Future)
Noise	To mitigate potential noise impacts to Project residents and hotel guests from the high existing sound levels in the area, the Project proposes to site housing along Congress Street on upper floors (beginning at the third level above Congress Street). Through appropriate building material selection, the Proponent will ensure interior sound levels are significantly reduced from their exterior level and meet or exceed the Massport performance standard created for residential condominiums and hotel rooms intended to reduce noise impacts on residents: a maximum indoor noise level of 45 dBA Ldn for residences.	✓	NA	✓
Water Quality	Project will include Stormwater Management Best Management Practices such as protection of adjacent catch basins by installation of either hay bales or filter fabrics to prevent sedimentation from entering stormwater conveyance system; installation of wheel wash stations at construction site egress points to prevent tracking of mud and dirt onto public roads by construction vehicles; utilization of sedimentation tanks or pits where appropriate to control and contain runoff during construction, including runoff derived from dewatering activities; passing discharge through DEP approved sedimentation basin prior to discharge into the BWSC drainage system; and implementation of dust/emission controls.	✓	✓	✓
Geotechnical/ Groundwater	Several provisions will be incorporated into Project design and construction to limit potential adverse impacts to adjacent structures and groundwater. Proponent will conduct studies and prepare design specifications with attention to nearby structures and facilities. Proponent will also review the designs and procedures of contractors prior to implementation. Performance criteria will be established for lateral earth support systems. Geotechnical instrumentation will be installed and monitored. Excavation and foundation construction will be monitored.	✓	✓	✓

Waterside Place Project-Wide Mitigation Summary (Continued)

Subject Matter	Mitigation	Phase IA & 1B (Drew Company)	Phase II (Massport/ SBWTC)	Phase II (Massport/ Future)
Construction	Proponent will prepare Construction Management Plan which will include detailed information on construction activities, specific construction mitigation measures, and construction materials access and staging area plans to minimize impacts to abutters and the local community. CMP will define truck routes that will help in minimizing the impact of trucks on City and neighborhood streets.	✔	✔	✔
Construction	Proponent intends to follow the guidelines of the City of Boston and the DEP which direct the evaluation and mitigation of construction impacts.	✔	✔	✔
Construction	Proponent and its construction team will participate in the Commonwealth's Clean Air Construction Initiative. Applicable construction vehicles will be retrofitted with advanced pollution control devices to reduce air emissions.	✔	✔	✔
Construction	Proponent will consider alternatives which are inherently sustainable in nature, with respect to usage of construction products made of renewable / recycled materials.	✔	✔	✔
Sustainable Design	Project has committed to advance sustainable and environmentally conscious design and construction practices. Consistent with the policies of Massport and the City of Boston, the Proponent will actively seek LEED Certification from the US Green Building Council or Green Garage Certification.	✔	✔	✔
Sustainable Design	Project will seek to lower energy use and carbon dioxide emissions, reduce the radiant heat island effects through the elimination of large heat absorbing surfaces, decrease energy demand with advanced lighting control systems, and recycle and conserve water.	✔	✔	✔

Waterside Place Project-Wide Mitigation Summary (Continued)

Subject Matter	Mitigation	Phase IA & 1B (Drew Company)	Phase II (Massport/ SBWTC)	Phase II (Massport/ Future)
Sustainable Design	The evolution of the so-called 'fifth façade' upon the roof is a strategy to develop a soft, landscape oriented element of the Project which is inherently green. The green roof will be designed to reduce stormwater runoff and pollutants. Efforts will be made to include diverse species of plants including native pants that are drought resistant.	✔	NA	✔
Urban Design	By building over transportation infrastructure, Project will replace views of the highway with a mixed use development and improve the visual character of the site. By decking over transportation infrastructure, Project will knit together South Boston Waterfront creating a cohesive visual and pedestrian link between the office and hotel buildings along Seaport Boulevard with BCEC and hotel on Summer Street.	NA	✔	✔
Urban Design	Project's design will improve pedestrian environment by establishing direct connections to MTBA Station from the retail component of the Project; creating a new weather-protected interior pedestrian connection between the BCEC, through the pedestrian tunnel beneath Summer Street, to the south and the MBTA Station, the waterfront and South Boston Maritime Park to the north; creating an inviting streetscape along WTC Avenue through overhangs and awnings to ensure a direct pedestrian friendly walk from BCEC to MBTA WTC Silver Line Station; providing connections along D Street and WTC Avenue to the Silver Line and waterfront from existing South Boston residential neighborhoods; activating all sides of the Project with street level retail; contributing toward landscaping improvements at Triangle Park (the parcel created by Ramp F and Ramp D west of Parcel A1) that will establish a visual buffer for the highway ramps; and improving D Street pedestrian activity.	NA	✔	✔

Waterside Place Project-Wide Mitigation Summary (Continued)

Subject Matter	Mitigation	Phase IA & 1B (Drew Company)	Phase II (Massport/ SBWTC)	Phase II (Massport/ Future)
Infrastructure	Sustainable design aspects of Project offer a unique opportunity to demonstrate a series of environmentally conscious initiatives that seek to lower energy use, reduce radiant heat island effects through the elimination of large heat absorbing surfaces, decrease energy demand with advanced lighting control systems, and recycle and conserve water.	✔	✔	✔
Infrastructure	Provide infiltration/inflow mitigation for the BWSC wastewater system	✔	✔	✔
Infrastructure	To reduce impacts of Project's sewage generation and conserve water, Project will meet all applicable code requirements including installation of low-flow toilets, flow-restricting shower heads and faucets, and BWSC-approved grease traps in restaurants. Drainage within proposed parking garage will be discharged through MWRA approved oil/water separators and conveyed to sanitary sewers.	✔	✔	✔
Infrastructure	New sanitary sewer service(s) will be designed and constructed to both Massport and BWSC construction standards to minimize infiltration and inflow into sanitary sewer collection system.	✔	✔	✔
Infrastructure	Design is responsive to the significant seasonal variations in the local microclimate, whether this by understanding and mitigating the effects of wind patterns, studying the effects and paths of the sun and shadows or building elements and public spaces, reducing the effects of excessive solar radiation on facades or simply understanding how the design makes a great place for people in all seasons – protected in winter, shaded in summer and variable to inside and outside in the shoulder seasons of spring and fall.	✔	✔	✔